

AUSTRALASIAN MODEL RAILROAD MAGAZINE

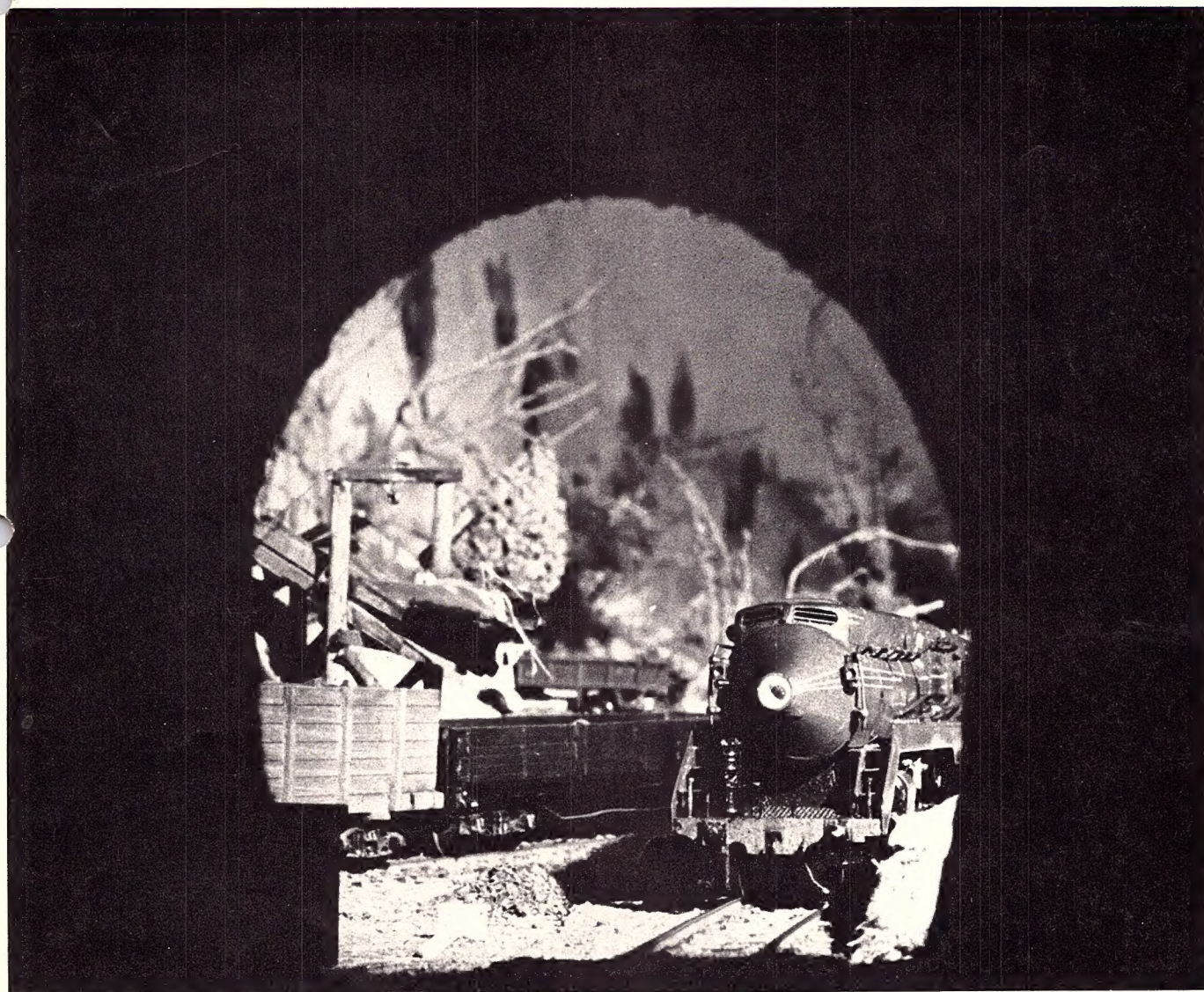
September/October, 1970

Vol. 4, No. 11

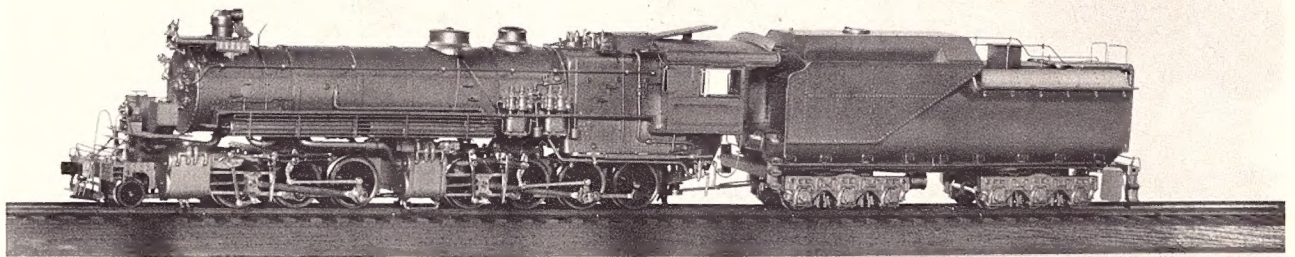
Issue 46

30 cents

Registered at the G.P.O., Sydney, for transmission by post as a periodical—Category B

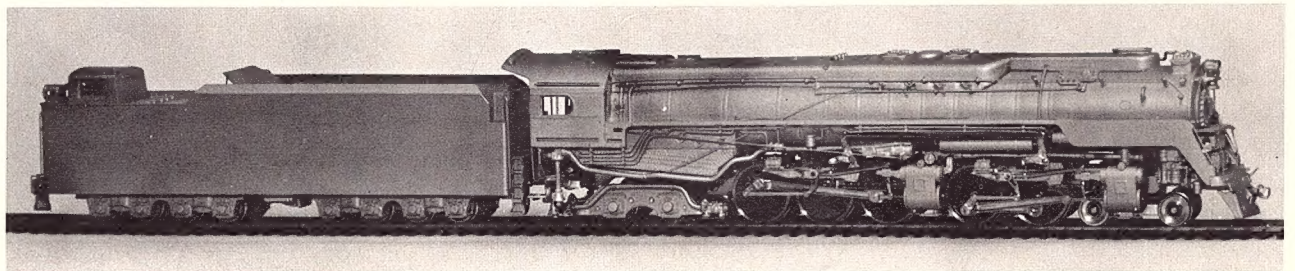


NEW HO ARTICULATED STEAM POWER... FOR HEAVY DUTY SERVICE—



TENSHODO G.N. 'M-2' CLASS 2-6-8-0 LOCO. & TENDER

Unsurpassed in both operation and appearance, the finest models produced by Tenshodo are those of the "Crown" series. The 'M-2' is such a model and follows the G.N. 'Z-6', 'N-3' and 'R-2' Locomotives in this range of top quality, limited production models. Length: 14". Weight: 2lb. 4oz. Painted, ready-to-run. **PRICE: \$210.55.**



WESTSIDE P.R.R. 'Q-2' 4-4-6-4 DUPLEX & TENDER:

The most powerful ten driver engine ever built and altogether one of the most powerful locomotives ever in service. This great Class of locomotive had a relatively short life in actual service, when high speed freight hauls were first to fall in the invasion of diesel power. Now Katsumi have recreated this Locomotive in honed, lacquered brass. Features include pre-blackened drivers, brake hangers and shoes; sprung engine frames, 16-wheel Tender and all drivers powered. Length: 17". Weight: 2lb. 14oz. **PRICE: \$172.88.**

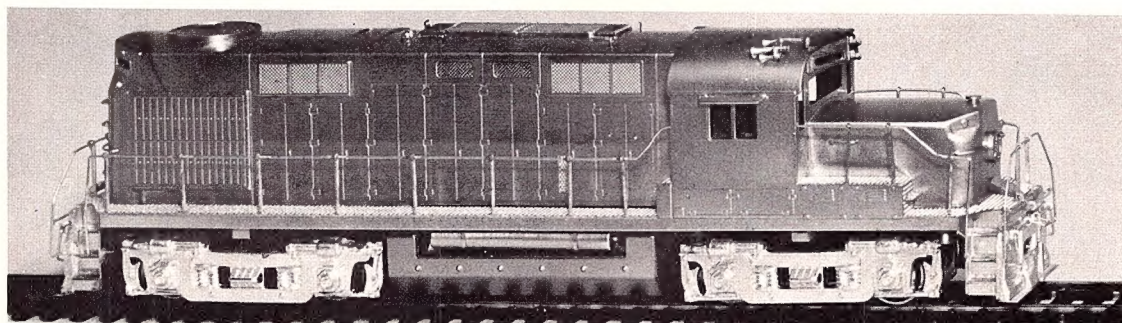
Other News from "THE DOCKYARD"....

Possibly the most popular of all S.P. engines yet available to the serious modeller in HO is the 'GS-4' 4-8-4 'Daylight' Locomotive. For long this interest has been reflected in a constant demand for Balboa's fine 'GS-4' brass model, heretofore available only in unpainted form. Now, for those who want a professional paint job, Katsumi have shipped a limited number of the latest production batch fully painted and finished, priced @ \$150.00 (unpainted version: \$102.00). First stocks of the new HO Porter Mogul, with painted finish, have been included in the same shipment @ \$38.00. For O gaugers, the same consignment includes our first stocks of the big U.P. 4-8-4, with Centipede Tender, @ 342.00. Also repeat stocks of Sprung Bettendorf Trucks, both coil and leaf-spring types.... Latest HO 'brass' arrivals from Kumata include the new EMD 'E' Series A & B Unit Diesel Locomotives. These comprise of three types: E-3/6, E-1 and E-5, all @ \$93.50 per pair. The prototype of the E-5's being in stainless steel, the models in this series come with plated finish. Also in HO, the same shipment includes

a limited number of Los Angeles Railways 'H-1' Class Trolley Car @ \$51.00 ea. ... About the time these notes appear in print, Tenshodo are expected to deliver limited stocks of the 'Crown' C. & O./N. & W. 0-8-0 Switcher @ \$156.55 ... In HO loco, and rolling stock kits, 'Train Miniature' have recently supplied the following fine new lines: Alco FA-1A U.P. Freight Diesel, both Powered & Dummy, @ \$18.50 and \$7.85 each, respectively, 42' Hart Convertible Gondolas, in S.P., N.Y.C., Nickel Plate and M.K.T. @ \$3.10 each, 40' Wood Box Cars, in W.P. and U.P. heralds @ \$3.10 each and 40' A.R.A. Wood Sheathed Reefers in Santa Fe and Pacific Fruit Express (S.P., U.P.) heralds @ \$3.30 each. ... Talking plastic kits, Athearn have now delivered the Alco PA-1's which are priced @ \$21.80 each. Heralds are: N.Y.C., P.R.R., Santa Fe, S.P.D. and U.P. Powered B Units are available in the same heralds at the same price. Also available are Dummy B's in S.P.D. and U.P. heralds @ \$8.95 each. Our new Athearn Price List, of some seven pages, lists these new models, as well as other new stocks. Send

large, stamped S.A.E. for your copy! ... Motor vehicles in scale, both for HO and N, have long been lacking to the hobby. However, recently 'Dockyard' were appointed Australian Agent for the Viking line of Germany. Makers of fine-quality lineside vehicles for both scales. Limited stocks of which have now been landed and sent out to all shops handling our brass locomotives and other imports. Check with your local stockist for these fine products. A list of which is available for a stamped S.A.E. ... Scarce now, we are still holding a very few of the Hamant & Morgan 'Safety Minor' Variable Transformer Unit @ \$21.50 each. More 'Clipper' and 'Duette' Power Units, long out of stock, should be available about the time these notes appear in print. **STOP PRESS:** Olympia's magnificent HO B. & M. 'R1-D' 4-8-2 Locomotive has arrived at last! Fully painted, lined and lettered, the massive lines of this loco. are matched by its big 14-wheel 'Centipede' type Tender. Price, \$168.95.

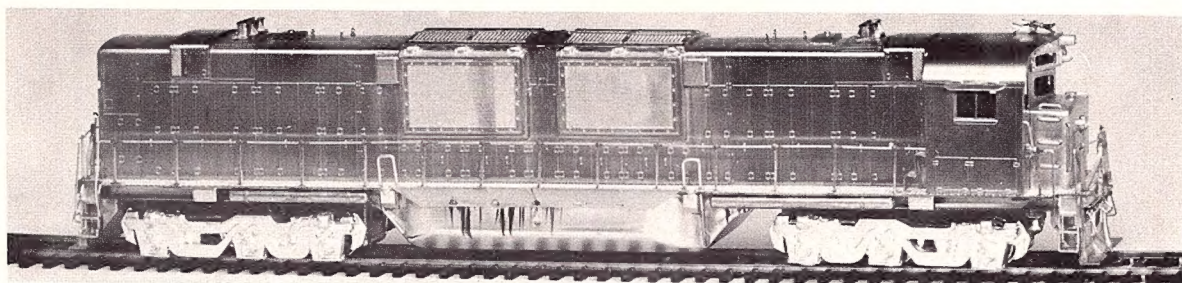
NEW HO DIESEL MOTIVE POWER... FOR EVERY CLASS OF SERVICE—



ALCO 'DL-721' DIESEL LOCO, LOW NOSE TYPE **\$52.00**

These Locomotives are equipped with enclosed, axle hung gear boxes, connected by universal couplings and powered by heavy five-pole motors driving through double reduction gears. Super-structures of matching quality come with double-etched finish. All running plate is chequer-surfaced and radiator and air registers are fitted with fine mesh screens. Lost wax castings are standard and Locomotives come fitted with honed, lacquered finish.

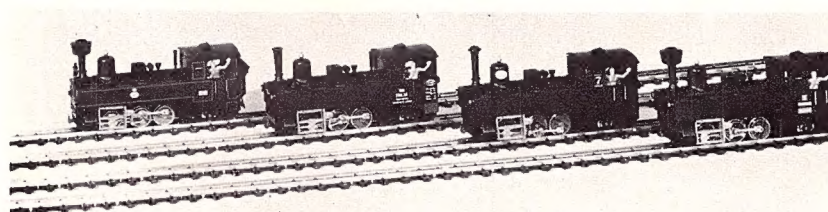
ALCO 'C-643' DIESEL HYDRAULIC LOCOMOTIVE **\$62.90**



NEW MOTIVE POWER FOR HO_n2½ GAUGES

'LILIPUT' VINTAGE STEAM-
ERS are now here! Front to
rear track:

701	\$16.60
703	\$16.60
704	\$16.60
705	\$18.40



Large range of old-time rolling stock. Send 69c for colour catalogue and price list (incl. postage).

Sole Agent and Importer:

THE MODEL DOCKYARD PTY. LTD.

216-218 SWANSTON STREET, MELBOURNE. 3000

663-3505

Friedmont Models

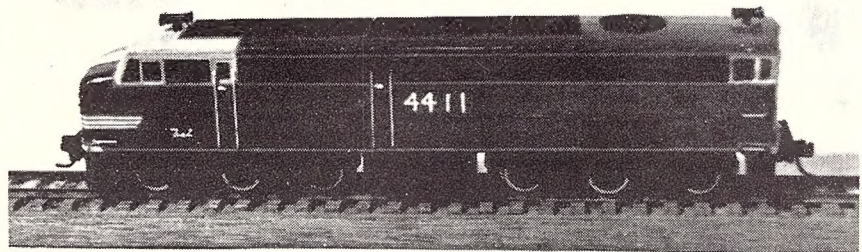
proudly announce
N.S.W.R. 44 CLASS
Diesel Electric Loco
Body Kit

This is our first **ONE-PIECE**, yes, that's right, **One-piece Body Kit**. All you do is paint. Pilots must be assembled. Body fits on Lima 8024 chassis.

Must be slightly modified.

\$6.95

Need a general-purpose loco for both passenger and goods service?
THEN THE FRIEDMONT MODELS' "44" IS FOR YOU!



WATCH NEXT ISSUE FOR ITEMS OF SPECIAL INTEREST.

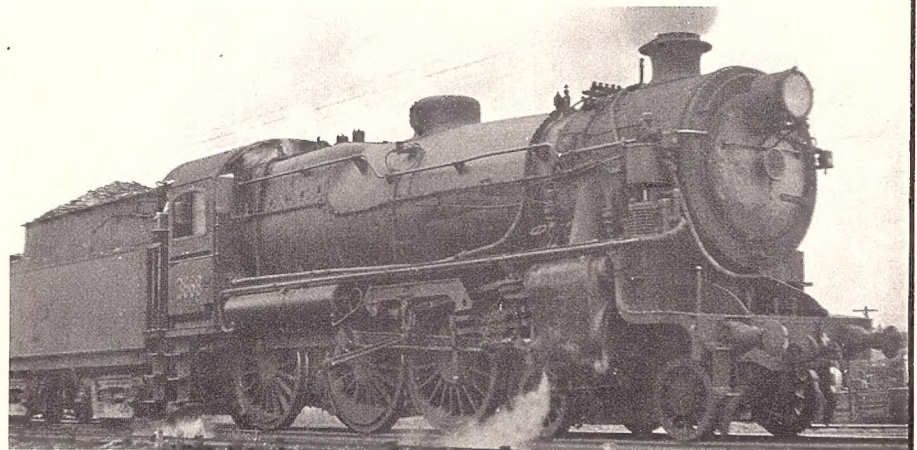
Do you like brass locomotives but do not like painting them? We offer a reasonably priced painting service. Let us quote for your model.

Is your model out of service for repairs? Let us fix it for you.

Our range of locally made kits include those by PROTYPE, FRIEDMONT and MRC

New from ATHEARN
ALCO PA-1 Series
Diesel Loco...
Price \$27.95

BERG'S HOBBIES PRESENT:



N.S.W.G.R. C36 CLASS

The C36 Class Loco in brass will be available in either of two forms, 'round top' or Belpaire boiler (as shown). Delivery in March 1970. Price \$74.00.....Also for delivery in March--NSWR C35 Class Loco. Deposit on either unit \$10.00

BERG'S HOBBIES PTY. LTD.

111 MACQUARIE STREET, PARRAMATTA. 2150

ARTICLES

- 11 **S.A.R. WATER TOWER**, by **Rodger Wheeler**.
Step by step construction of a typical South Australian lineside structure.
- 14 **PICTORIAL REVIEW OF THE ADELAIDE EXHIBITION**.
Photos by Hugh Williams.
- 16 **BUILDING A BB18½ CLASS PACIFIC**, by **Max & Margret Chasling**.
Conversion of a French TT Pacific to a QR Prototype.
- 23 **TURNTABLE CONTROL**
Automatic Stopping for a Triange Turntable.

REGULAR FEATURES

- 6 Editorial
- 7 Review
- 18 Our Plan
- 22 Club Car
- 24 Yardmaster
- 24 Mail Bag
- 26 Market Place

EDITOR-IN-CHIEF	R. Merriman
ASSOCIATE EDITOR	R. G. Kable
ASSISTANT EDITORS	R. Wurlod, C. S. B. Smith
ART DEPARTMENT	J. J. Bevan
ADVERTISING	T. N. Carpenter, J. G. Bechhaus
CIRCULATION AND DISTRIBUTION	A. E. Hunt
CORRESPONDENCE	P.O. Box 204, Kings Cross, N.S.W. 2011.

ON THE COVER:

A streamline C38 heads the Mail into a tunnel
on Illawarra Model Railway Club.

Photo by G. Ball.

Published bi-monthly by S.C.R. Publications, P.O. Box 204, Kings Cross, N.S.W. 2011, for the Southern Cross Model Railway Association Inc. All rights reserved. Registered at the General Post Office, Sydney, N.S.W. for transmission by post as a periodical. Printed by Publicity Press Ltd., 29-31 Meagher St., Chippendale, N.S.W. 2008. Subscription by mail: \$1.80 Aust., N.Z., T.P.N.G., Elsewhere — A\$2.80 per annum. Make cheques, etc., payable to S.C.R. Publications, Sydney, N.S.W.

EDITORIAL

Well, the 1970 Sydney Exhibition has passed into history. The organisers, A.M.R.A. (N.S.W. Division) are to be congratulated on a difficult job well done. Come October next year, the same group of dedicated workers will again plunge into the job of operating Australia's most famous exhibition: but will the result be worthy of their efforts?

Being a member of A.M.R.A., S.C.M.R.A. and editor of this magazine, I hear a lot of comments which would not be said directly to a member of the organising committee for fear of offending him, but I hope these comments won't.

The most numerous comment was one of stereotyping: the exhibition is the same each year. The second most frequent criticism was the commercialisation of the show.

On the subject of stereotyping, I am afraid I must agree with the critics. This year there were only two exhibitors who had not been present before. On the other hand, quite a few of the previous exhibitors were very conspicuous by their absence, yet space was available.

I wonder why?

To turn to the subject of commercialism, again I must agree with the critics. Of the 20-plus stands only seven were not trying to sell the public something — other than membership in one of the clubs or associations.

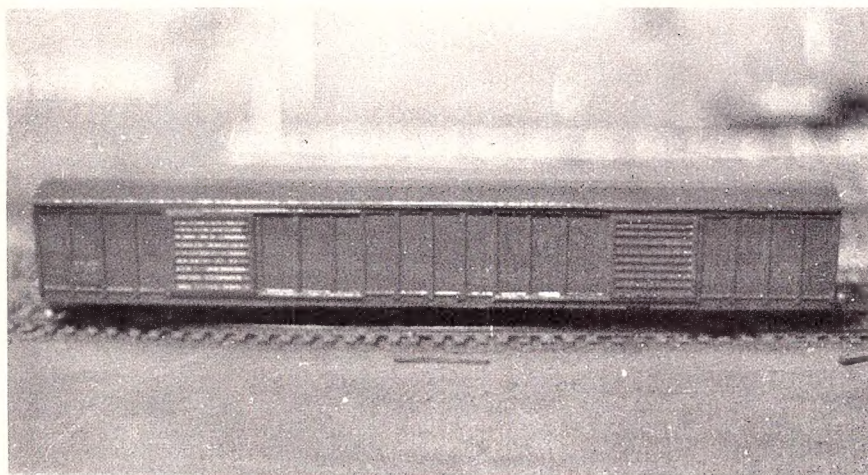
S.C.R. Publications was one of those commercial exhibitors — and let's not delude ourselves, the commercial exhibitors are not just a necessary evil, they are a necessity. Without them the hobby would not only stop advancing, it would stop existing. Therefore the commercial exhibitors must be present, but so must the clubs and individuals.

But what incentive can A.M.R.A. offer these clubs/individuals to come to the exhibition and act as drawcards for the commercial displays? The financial return offered usually doesn't even cover the cost of bringing the layouts to the Sydney Town Hall. No; some other approach is needed.

At the moment (unless one is a member of A.M.R.A.) one does not get a look-in to the organisation of the exhibition. In Brisbane, where the exhibition runs for an entire week, the show is not run by A.M.R.A. or S.C.M.R.A. or any other single club, but by representatives of all clubs. They band together under the title of "The Model Railway Week Committee", under the patronage of Mr. A. G. Lee, Commissioner for Railways, Queensland. Why could not such a system work in Sydney? I know many of the present executive will look upon this editorial as the work of some uninformed individual. If this is so, I will print any reply they have to offer.

I wish to take this opportunity to apologise to all readers and advertisers for the very late appearance of the July/August issue, No. 45. This was mostly caused by factors beyond the control of S.C.R. Publications. Industrial trouble and equipment failure caused the issue to be delayed for a considerable period. Again, humblest apologies.

REVIEWS



COMMONWEALTH RAILWAYS "VEX" BOX CAR. Produced by Friedmont Models. Sup- plied by Mini Models, Parra- matta. Available from select- ed hobby shops. Price: \$3.15.

The kit comes in the standard Friedmont cardboard box with a general instruction sheet for the assembly of box/van type vehicles. These instructions have an exploded parts diagram and several detail sketches which show, fairly effectively, how the parts fit together. However, the diagram shows the sides fitting between the ends of the van, when in fact, the ends fit in between the sides. This fact is noted on a small slip of paper also included in the kit which gives the bogie position and colour scheme as well.

The sides and ends are cast in a polyester plastic with good detail. The parts are crisp with little flash. The roof is a good wood moulding, which should of course be given a coat of wood filler or painted and sanded several times to give the model the best appearance. Balsa is supplied for the floor, internal bulkheads and the underframe. All these pieces need some trimming to size.

The only problem in construction is caused by the slightly uneven thickness of the sides. If the sides are stuck directly to the floor the sides will appear to bulge slightly because of their unevenness. However, if the

sides and ends are first glued together, then the bulkheads are cut to such a width as to allow for any variation of width in the sides the overall width of the wagon will be constant. The floor is then cut to fit up into the body.

As a finished model the van looks quite impressive in its Tuscan Red livery and scaling out at 75 feet long.

R.G.K.

Laying your own track? N gauge?

You will find the N gauge template very helpful (see Jan./Feb., 1969—Planning in N Scale). Send P.O. for 15c to S.C.R. Publications and we will forward you one by return mail.

We continue to receive letters from people who say that they cannot get the Australasian Railroad Magazine regularly through their newsagent. Are you in the same situation?

Have your copies sent to you direct from the publisher (post free) for \$1.80 per annum.

Remittance should be made to S.C.R. Publications, Kings Cross and forwarded with your name and address (printed please) to:

Subscription Manager
S.C.R. PUBLICATIONS
P.O. Box 204
Kings Cross, N.S.W. 2011

NSWR RU WHEAT HOPPER.

Produced by MRC MODELS.
Purchased from Bergs Hob-
bies. Price: \$2.35.

This plastic kit, marketed in a box, comprises of a one-piece body, floor and axle boxes, with a detailed instruction sheet. The RU is the first kit in one-piece by MRC models and if this kit is an example the modeller is in for a feast of good kits. The casting is perfect; free of flashing, bubbles and broken detail. Detailing is accurate, including lid handles and hinges, hand-grips, highly detailed ends and also includes the channel iron detail on the apex of the roof.

The floor needs filing to keep the body level. The axle boxes need a little care to be taken while drilling. If the axle boxes are positioned with Tarzan's Grip and set in position, the kit can be checked for levelness. If all wheels do not touch the track, gently remove the offending axle box and reposition in the correct spot. When completed add a stronger adhesive around the axle-box base. This is not a manufacturing fault but an error when drilling the axle holes.

For the purist, the RU is correct in all measurements except the length which is 4" too long. Basically the RU is at present, one of the best kits on the market and is well worth the price. The biggest fault or problem is finding a shop which has this kit in stock.

RAG

CHRISTMAS CARDS — 20c each

Railway Scene in full color.
Howard Fogg painted scenes
as well as other designs.

23 different designs available.
Available from selected Hobbyshops
(BRIDGLANDS, AUSTRAL
MODEL CRAFT)

J & A. S. Murphy, Baker & Doherty,
Melbourne Sports Depot
The Engine Shed, etc., etc.

Also full color post cards
(over 100 designs) at 10c each.

We will supply mail orders if your favourite hobbyshop does not stock these or our other lines (35mm slides, books, etc.)

Ted Frost, Jones & Co.
P.O. BOX 68, BORONIA. 3155

ATTENTION!

ALL MODELLERS!

S.C.M.R.A.

(EASTERN DIVISION)

A.M.R.A.

(N.S.W. DIVISION)

INVITE YOU to a
Combined Christmas
Barbecue & Train Trip

PLACE: Hawkesbury River

DATE: 5th December, 1970

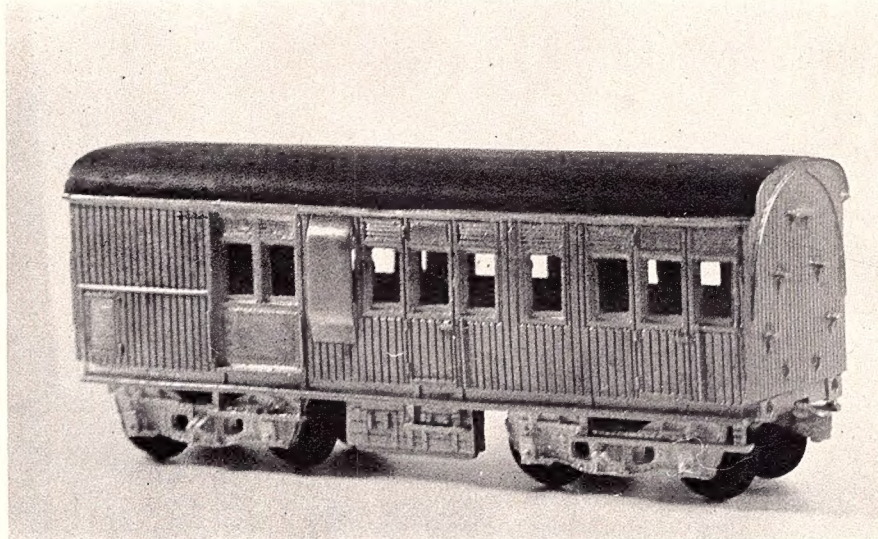
Travel by the new
Double-deck
INTER-URBANS

S.C.M.R.A. members please
contact John Bevan, phone
399-9619 (a.h.).

A.M.R.A. members please
contact Phil Kelly (70-5317)

Graham Lamour (70-5074)

Non-members please con-
tact The Editor, A.M.R.M.,
phone 529-9701 (a.h.), so
details can be provided.



**NSWR BHG-SHG GOODS
GUARD'S VAN.** Produced and
supplied by Prototype Model
Products. Price: \$4.50 ea.

This attractively packaged kit com-
prises of sides, ends, roof, dummy
couplers, screws and spacers. To
avoid excess weight the kit, cast in
metal, has a wooden roof while the
floor is replaced by spacers to attach
bogies, couplers and underbody detail.

The detail of this kit is sharp and
precise. Items included are wood
planking, door handles and hinges,
handrails, steps and triangle on one
end, lamp brackets, detailed dog box,
solebar with steps, roof moulding and
see-through guard's lookout. The win-
dows are open and square, having in-
terior spigots to hold the plastic sheet.
The weight of the kit is 2.75 ounces (a
little light for a guard's van).

The kit reviewed had a few casting
faults; half one step is missing, a step
support is missing, a positioning lug is
missing, a large blemish on the sole-

bar, while a section of the roof mould-
ing is imperfect. All these faults can
be corrected by stricter quality control
by the manufacturer. All measurements
are correct except for one side which is
a scale 6" longer than the other.
Obviously the kit cannot be square.

By following the instruction sheet the
kit can be assembled but, at times, an
extra hand would be helpful. The roof
has to be cut and sanded to fit evenly.
Instructions are given for position of
ventilators but a better model is ac-
quired if all gaps and wood grain is
filled with a plastic putty and, when
dry, sanded to give an even roof line.
For the price one could expect under
body gear, ventilators and an extra tri-
angle to be included.

When completed the BHG/SHG looks
neat and appealing and is a model
necessary for using behind four-
wheelers.

Overall, a finely detailed kit with a
small problem which can be overcome
by close inspection before purchasing.
RAG.

**NSWR KKG BOGIE HORSE
BOX.** Manufactured by MRC
MODELS. Supplied by MINI-
MODELS. Price: \$3.15.

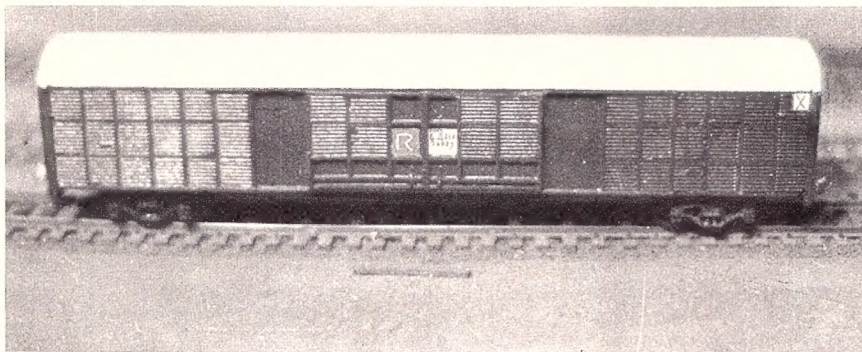
This kit, comprising of sides, ends,
roof and floor, is marketed in the usual
white box with a detailed instruction
sheet. The sides and ends show good
detail including handrails and door-
handles. The sides, while being
straight and square, are 12" too long
while the sides are 9" too wide (ac-
cording to the NSWGR plan). The win-
dow panes are cast in place making
painting a little difficult.

The kit is reasonably free of flashing
but the ends needed filing down to re-
duce length and to provide a neat fit.
The kit is easily assembled by following

instructions. The roof when cut and
positioned is too narrow as it should
overlap the sides by 2" a side. The
ends have to be trimmed to match the
roof. A neat roof line is acquired by
positioning the roof before the body
adhesive is set. Keep top edge of ends
level with roof; when dry fill all gaps
and wood grain with plastic putty. Sand
even when dry. Instructions are given
for positioning ventilators, which can
be made from hardboard nails by using
a file and an electric drill.

The instruction sheet lacks detail of
buffers, steps and underbody detail. For
the price of the kit ventilators, body
bolster and bogies could be expected.

By comparison with other kits on the
market this is a good kit and a "must"
to help capture the steam era image.
RAG.



NSWR JLX LOUVRE VAN. Manufactured by FRIEDMONT MODELS. Supplied by MINI MODELS, PARRAMATTA. Available from leading HOBBY SHOPS. Price: \$3.15.

The JLX first entered service in 1968. There are presently a total of 135 in use throughout the standard and broad gauge systems of Australia ranging from Brisbane in the North to Melbourne in the South and Perth in the West. The cars were built by Tullochs at Rhodes in Sydney.

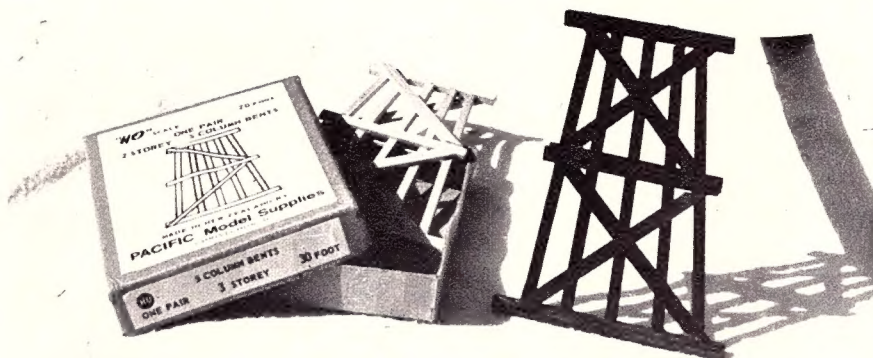
The kit is of the standard Friedmont type, viz., open moulded plastic sides and ends with a wood roof and floor. The instruction leaflet supplied is the standard sheet with a modification for the roof fitting. The roof itself is a 3-piece unit consisting of 1x roof mould-

ing, 2x balsa strips (1/16"). Roof construction requires the modeller to strip the balsa into 1/4" (approx.) wide strips and lay these strips along the top of the sides. The roof moulding then fits on top of the balsa. This, I feel, is a distraction from the kit as it does require some judicious juggling to obtain a good job. Once finished the kit can be painted either off-black or blue-grey, both with a white roof.

Unfortunately, the NSWRL was not satisfied with the prototype 6 wagons and thus modified the louvre design near the doors. The Friedmont model is one of these first 6 wagons.

The wagon, although not exact in all dimensions, is within acceptable tolerances. It is, I feel, a reasonable buy for the price if the modeller is willing to spend some time to complete his model.

R.W.M.



TRESTLE BENTS. Manufactured by Pacific Model Supplies, Christchurch, N.Z., who supplied our samples.

These parts are a bridge-builder's dream as anyone who has built a trestle will confirm. Pacific manufactures 20', 30' and 40' sizes, packed ready assembled, boxed in pairs with a choice of stained (ours was a fresh creosote colour) or natural timber.

Although our samples were branded as "HO" scale 20' size, when we ran

the scale rule over them they gave a height of 28', a cap width of 15' and sill (base) width of 21' 6", columns being of 11" square material. One cannot help but think that they were inspired by "S" scale narrow gauge, as similar measurements in that scale read 20'8" x 10'8" x 16' with 8" sq. columns.

For an outlay of from \$1.05 to \$1.80 a pair in New Zealand (possibly a little more in Australia) one can purchase, very well made, the most time-consuming parts of any trestle bridge.

K.J.R.

REVISED !!

S.C.R. PUBLICATIONS PLAN & PRINT SERVICE

AMRM PLANS AVAILABLE

Reprints of certain plans published in this magazine may be obtained to order. Please note that plans may be obtained in certain scales only.

Plans marked:

- ◆ are in 3.75 mm.
- ★ are in HO or 7 mm./ft.
- are in HO only.
- are in 3.0 mm. and 2.5 mm. and HO.
- ◇ are in HO and 3.75.
- + are in "O" and 14 mm.

When ordering, please quote the scale required.

Address your letter to:

S.C.R. PLAN & PRINT SERVICE
P.O. Box 204, Kings Cross, N.S.W. 2011

PRICES:

2.5, 3.0, HO and 3.75 — 25c posted
"O" Gauge Plans to special order ONLY!
Cost 75c each, up to 30 days' delay.

OR	"VC" Covered Goods Wagon	□
	"NGF" Open Goods Wagon	★
NSWR	"SRC" 4-wheeled Refrigerator	□
	"FME UME MLE" Fiat Car	★
	"MRC" Refrigerator Car	□
	"RU" Wheel Hopper, 4-wheeled	□
	"CCH" Coal Hopper, 4-wheeled	□
	"S" Wagon, 4-wheeled	□
	"OW" Cattle Wagon, 4-wheeled	□
	"GSV" Sheep Wagon, 4-wheeled	□
	"TRC" Steel Refrigerator Car	□
	"MHG" Brake Van	□
	"SHG/BHG" Brake Van	□
	"HG" Brake Van, 4-wheeled	□
	"EHO" Passenger Guard's Van	□
	"LBB" "LFA" Passenger Car	□
	"CPH" Rail Motor	□
	30 Class 4-6-4 Tank Loco	□
	36 Class 4-6-0 Loco	□
	19 Class 0-6-0 Loco	□
	38 Class 4-6-2 Loco	□
	57 Class 4-8-2 Loco	□
	45 Class 1800-h.p. Diesel Loco	□
	48 Class 3600-h.p. Electric Loco	□
	1021 0-4-0 Box Tank	+
VR	"Z" Brake Van, 4-wheeled	□
	"QR" Gondola	★
	"AV/BV" Passenger Car	★
	"Na" Class 2-6-2 Tank Loco, 2ft. 6in. gauge	★
QR	"CMIS" Refrigerator Car	★
	"H" Open Wagon	★
	"PJM" Drop Centre Wagon	★
	"WHO" 45ft. Gondola	★
	"AEC" Rail Motor	□
SAR	"Rx" Class 4-6-0 Loco	□
	"FB" Fiat Car	★
	"On" Ore Wagon, 3ft. 6in. gauge	★
	Goods Van Composite	□
	Coal Stage	★
TCR	4-wheeled Truck and Van	★
	"W" Class Diesel Hydraulic Loco	★
WAGR	"WGX" Open Wagon	□
	"WVX" Covered Van	□
	"WVB" Covered Van, 4-wheeled	□
	"L" Class 3000-h.p. Diesel Loco	□
	60-ton Bauxite Ore Hopper, 3ft. 6in. gauge	★
	"RCB" Gondola, 3ft. 6in. gauge	★
EMU BAY	4-8-0 Loco	★
NZR	"Vs" Insulated Meat Wagon	★
	"KP" Covered Goods Van	★
	"Ab" 4-6-2 Loco	★

Australasian Model Railroad Magazine

BACK NUMBERS

EVERY NUMBER IS NEW UNTIL
YOU'VE READ IT!

The following back numbers are available:

- No. 2 ~~June/July, 1966.~~
~~25c~~ ~~Detailing the Loco Dopes*~~
~~Scratch Building for Beginners.~~
- No. 3 ~~Aug./Sept., 1966.~~
~~25c~~ ~~New Uses for Old Rails.*~~
~~Let's Ride the S.C.R.~~
- No. 6 Feb./Mar., 1964.
25c N.Z. North Line Locos.
Tips for Splicing Wire.
- No. 7 ~~April/May, 1964.~~
~~25c~~ ~~Relays for Model Railways.~~
~~Water Storage Tanks.~~
- No. 8 June/July, 1964.
25c The Face Lift Treatment.
R.F. Lighting.
- No. 9 Aug./Sept., 1964.
25c Prototype Station Plan.*
A Century of Steam.
- No. 10 Oct./Nov., 1964.
25c Freelance Steam Railcar.
Lever Keys.
- No. 11 Dec., 1964/Jan., 1965.
25c Build a CHG.
4-Wheel Reefer.
- No. 12 ~~Feb./Mar., 1965.~~
~~25c~~ ~~Hand Lettering Models.~~
~~Pine Trees.~~

- No. 15 Aug./Sept., 1965.
25c Lining Models.
Hopper Wagons.
- No. 17 ~~Nov./Dec., 1965.*~~
~~25c~~ ~~Constructing Diesel Shunters.~~
~~Beginners' Notebook.~~
- No. 19 Mar./April, 1966.
30c Streamlined Passenger Cars.
An Oil Depot.
- No. 20 May/June, 1966.
30c A Ballast Wagon.
Switch Motors.
- No. 21 July/Aug., 1966.
30c MHG Guard's Van.
Narrow Gauge Plans.
- No. 22 Sept./Oct., 1966.
30c Wagons Galore.
Hints on Modelling.
- No. 23 Nov./Dec., 1966.
30c Modelling with Silicon Rubber.
Taking Model Pictures.
- No. 24 Jan./Feb., 1967.
30c A Mobile Carpenter's Workshop.
Making Loco Driving Wheels.
- No. 25 Mar./April, 1967.
30c The Tin Hares of N.S.W.
Build Yourself a Dog Box.
- No. 26 May/June, 1967.
30c Small Linedside Sheds.
Construct a Bolster Wagon.
- No. 27 July/Aug., 1967.
30c Scenery the Easy Way.
Corrugated Iron by the Mile.
- No. 28 Sept./Oct., 1967.
30c Scratchbuild an RU Wheat Hopper.
Building 4-wheeled Open Wagons.
- No. 29 Nov./Dec., 1967
30c Convert 3 rail AC to 2 rail DC
Build a 44 class diesel
- No. 30 Jan./Feb., 1968
30c Control panel wiring
Build Victorian Tt cars

- No. 31 Mar./April, 1968
30c Scenery
C36 Class loco
- No. 32 May/June, 1968.*
30c Victor Harbour
Planning in N scale
- No. 33 July/August, 1968.
30c Build T class diesel
Simple turnout operation
- No. 34 Sept./Oct., 1968.
30c Modelling from timber
Prototype layout
- No. 35 Nov./Dec., 1968.
30c Build a rail motor
Modelling Puffing Billy
- No. 36 Jan./Feb., 1969.
30c Building structures
Planning in N scale

PLUS ALL NUMBERS TO DATE

Issues Marked * are in short supply.

ORDER NOW!

Numbers 2 to 17, where available,
are 28c.

Numbers 18 to date are available at
33c.

These prices include postage and
handling.

Please add exchange to interstate
cheques.

Post your order to:

S.C.R. PUBLICATIONS
P.O. Box 204, Kings Cross, N.S.W. 2011

BOOKS

AUSTRALIAN TRAMWAY BOOKS

- "DESTINATION" series (Illustrations of tramcars with details of each class)
- No. 5: DESTINATION 'VALLEY' (2nd Edition)—Brisbane electric cars. 60c
- No. 31: DESTINATION 'CIRCULAR QUAY' (3rd Edition)—Sydney Electric cars. 75c
- No. 41: DESTINATION 'CITY' (3rd Edn.)—Melbourne electric cars. \$1.00
- No. 42a: DESTINATION 'EAGLEHAWK' (2nd Edn.) — In preparation. 75c
- No. 51: DESTINATION 'G.P.O.' — Hobart and Launceston (Ready soon) 60c
- No. 61: DESTINATION 'PARADISE'—Adelaide electric cars. 60c
- No. 71: DESTINATION 'SUBIACO' (2nd Edition)—Perth, Fremantle, Kalgoorlie and Leonora cars. 75c
- "TRAMWAY HISTORY" series (fully illustrated)
- No. 102: AUSTRALIAN TRAMWAYS—all systems in brief. In preparation.
- No. 131: THE NEWCASTLE TRAMWAYS—steam and electric. Ready soon.
- No. 142: THE BRIGHTON ELECTRIC LINE (3rd Edition)—VR trams, early horsecars. 75c
- No. 153: THE ESSENDON TRAMWAYS (2nd Edition). 40c
- No. 172: THE FREMANTLE TRAMWAYS. In preparation.

MODEL RAILWAY HANDBOOKS

- No. 902: BENCHMARK, BASEBOARDS, AND LAYOUTS 50c

New books and revisions of earlier titles are added to the range from time to time. If you are not yet on our mailing list, send a 5c stamp (overseas readers send reply coupon) and future lists will be sent without further charge.

All prices include postage—there is nothing extra to pay.
Remittances should be made payable to TRACTION PUBLICATIONS.
Money orders must be made payable at CANBERRA CITY. The full name of this post office MUST be used.

BOOKS ON AUSTRALIAN RAILWAYS

- "DE LUXE" series (Hard covers)
- No. 331: THE AGE OF STEAM — Around NSW with a camera. \$3.00
- "ALONG THE LINE" series (Pictures of railway scenes, mostly steam)
- No. 500: ALONG THE LINE TODAY (all states, present day). (Ready soon). 60c
- No. 501: ALONG THE LINE No. 1 (all states). 50c
- No. 503: ALONG THE LINE No. 3 (all states). 60c
- No. 521: ALONG THE LINE IN QUEENSLAND. 50c
- No. 531: ALONG THE LINE IN NEW SOUTH WALES. 60c
- No. 541: ALONG THE LINE IN VICTORIA. 60c
- No. 551: ALONG THE LINE IN TASMANIA. Ready soon. 60c
- No. 562: ALONG THE LINE IN SOUTH AUSTRALIA. (Book 2). 60c
- No. 571: ALONG THE LINE IN WESTERN AUSTRALIA. 60c
- "RAILWAYS TODAY" series (Present-day operations illustrated)
- No. 621: QUEENSLAND RAILWAYS TODAY. In preparation. 75c
- "RAILWAY HISTORY" series
- No. 711: THE NORTH AUSTRALIA RAILWAY. In preparation. \$1.50
- No. 731: THE FIRST HUNDRED YEARS—Goulburn Railway Centenary 60c
- No. 781: TRANSPORTING THE BLACK DIAMOND, Book I — Illawarra (central section) colliery and connecting railways. \$1.50
- No. 782: TRANSPORTING THE BLACK DIAMOND, Book II—Illawarra (northern section). (Ready soon). \$2.00
- No. 784: TRANSPORTING THE BLACK DIAMOND, Book IV — Merewether (Newcastle). (Ready soon). \$2.00
- "ROLLING STOCK" series
- No. 831: PASSENGER CARS OF THE NSWRR. (Ready soon).

Traction Publications

P O Box 438 Canberra City ACT 2601

S.A.R. WATER TOWER

Rodger Wheeler

The following article will, I hope, assist you in making a model of a water tank and stand. The towers are a replica of those found on the narrow gauge Port Lincoln Division of the South Australian Railways.

These towers are still a common sight today, sometimes one by itself, sometimes one at either end of the yard and occasionally two side by side.

In building the structure you may use the materials of your choice. I used Northeastern Wood supplied from Bill Coles and I used the timber size nearest to the prototype. All measurements given in this article are actual figures from the prototype and are to be scaled down by the modeller.

A general description of the tower and tank is as follows; the tank stands on three concrete footings and is a wooden structure throughout. The tank is a circular corrugated galvanised iron tank.

The three concrete bases are each 16ft. long, 2ft. wide and about 6 to 9 inches above ground level. On each of these bases stand three upright posts (5¼in. x 7½in. by 16ft. high) outside braced as shown in Fig. 1, and with a horizontal beam let into the top as shown in Fig. 2. The three bases, complete with their uprights can now be braced as in Fig. 3 or 4. I have seen towers braced both ways. Note also

that they can be braced either externally, that is, bolted directly onto the outside of the posts, or let into the post giving a flush finish. This bracing is done on each end only.

At this stage the tower requires joists and decking planks to complete it. The ten 8in. x 2in. joists sit on the three bearers as shown in Figs. 3 and 5 and are of different lengths as shown in Fig. 5. The decking consists of 12in. x 2in. planks trimmed each end so that they form a circular platform for the tank to stand on. The decking may be cut from a solid sheet of material and scribed to simulate planks or individual planks may be glued in place. The decking is 20ft. in diameter and the tank is 17ft. which leaves a platform 1ft. 6in. wide around the tank. The stand is now complete except for a 3in. inlet pipe, a 6in. outlet pipe and the ladder. The pipes may be added at this stage or after the tank has been positioned.

The corrugated galvanised-iron tank which is 17ft. in diameter and 7ft. 3in. high may be built in various ways. The 3in. corrugations in the iron and the thin walls as seen from the top in a partly filled tank are difficult if not impossible to model accurately. I made the tank using corrugated wood sheet (available from Bill Coles). This scales out at between 3 to 4in. corrugations

and 3½in. thick walls. I cut a strip of wood 7ft. 3in. high and 53ft. 6in. long (this is the circumference of the tank found by multiplying the diameter of the tank, i.e., 17ft. by π , i.e., 22/7 therefore you have 17 x 22/7 which gives you 53½). Steam the wood for 15 minutes or more until it becomes pliable and then form it into a circle around a suitable former (I used the lid off a jam jar). Tie it into shape using rubber bands and leave to dry. I actually bent the timber into a smaller circle than is specified so that when dry and placed into its correct diameter the stress at the joint would tend to close the gap whereas as it would tend to spring apart if dried to its proper size.

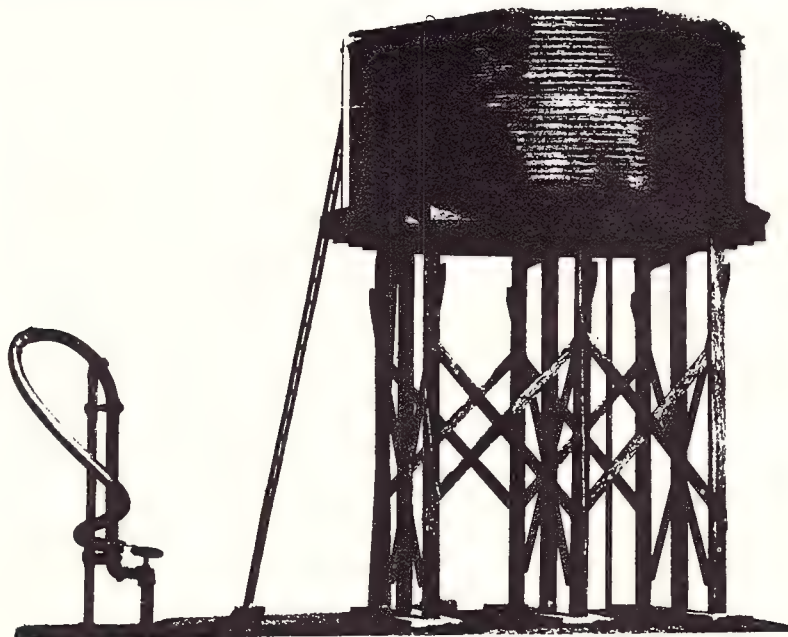
The join in the tank can be concealed by using a piece of strip wood to simulate the depth gauge.

Another material that could be used is model corrugated brass sheet that is obtainable in scale sheets that measure approximately 18ft. by 8ft. 6in. This could be curved and soldered or glued sheet by sheet to form your tank. I have not tried this method but if it appeals to you have a go . . . nothing ventured, nothing gained.

The tank is covered by wire netting to keep out foreign matter (bird life, etc.) and is supported by four pieces of "X" timber laid on top of the tank. I used a piece of ladies' stocking glued in place to resemble wire netting.

The whole structure, including the tank if made of wood, may be stained or painted. It should be remembered that it is best to stain individual pieces of timber prior to cementing it in position. All the wood work is a light (weathered) black. The tank has been painted black at one stage, but patches of rust show through. I stained the structure and wooden tank with tyre black (the paint you paint your car tyres with). Then add weathering colours as you think fit.

The finishing touches to the structure are the inflow and outflow water pipes and the ladder. The steel ladder which is 13in. wide with 10in. steps, rests on an old sleeper at the bottom and stands free to rest on the decking and the top of the tank. I have seen two ladders used, one from the ground to the decking and another from the decking to the top of the tank, see Fig. 6. The 6in. outlet pipe comes from beneath the tank and is a straight pipe going to the ground and is attached to the stand on the outside of a centre post, see Fig. 6. The 3in. inlet pipe can come from the ground outside the structure and braced to a post as per the outlet pipe, or it can stand free inside the base of the stand. This pipe



extends to the top of the tank and disappears inside, see Fig. 6.

The tank is held in position by 4 steel guyrods of $\frac{3}{4}$ in. diameter attached one at each corner post and extending through the decking the full height of the tank where it is hooked over the edge.

The depth gauge mentioned before is a piece of timber 8 in. wide and 7 ft. 9 in. high. The top 6 in. contains pulley wheel and the outside face of the board contains two smaller pieces of timber that act as guides for the gauge marker. The marker is attached to a float inside the tank by means of a length of a small chain which goes over the pulley at the top. The timber is coloured white. The marker and the depth numerals are black, see Fig. 7.

This now completes your SAR water tower.

IMPORTANT

Readers are requested to note the new address for SCR Publications. It is:

P.O. BOX 204

KINGS CROSS, N.S.W. 2011

Please use this address for all correspondence.



Fig. 6

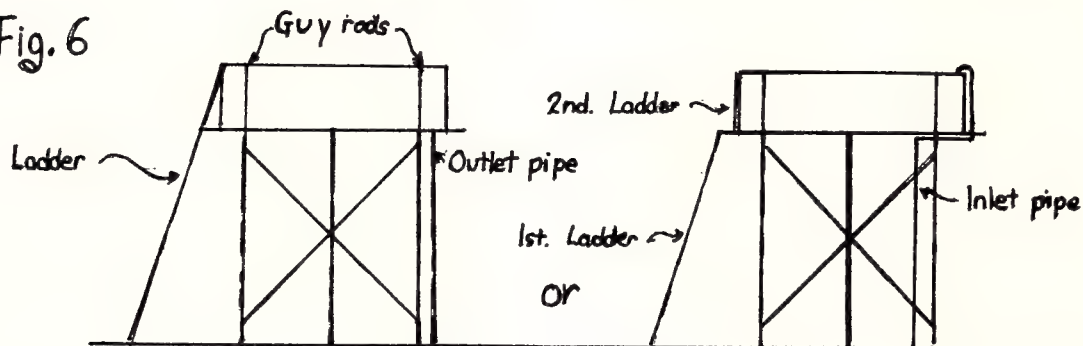
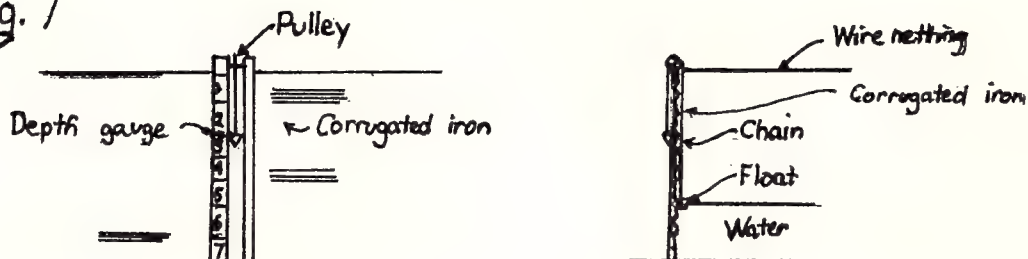


Fig. 7



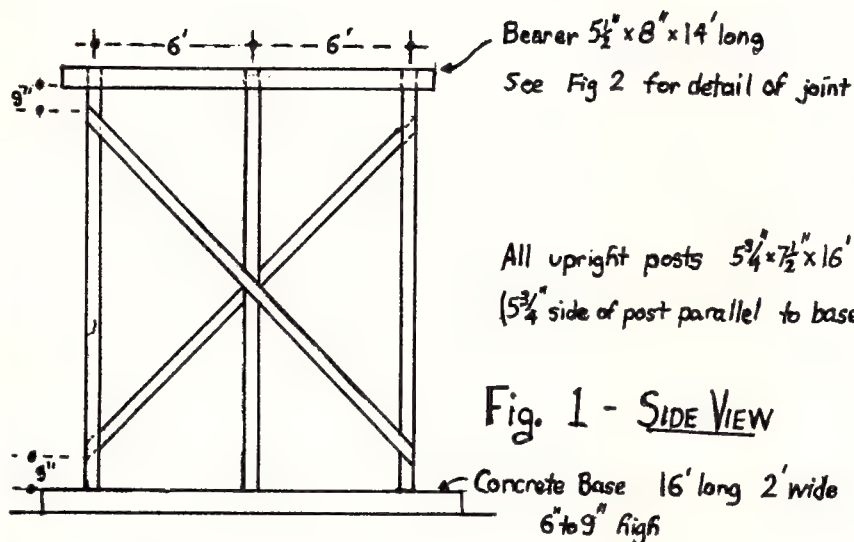


Fig. 1 - SIDE VIEW

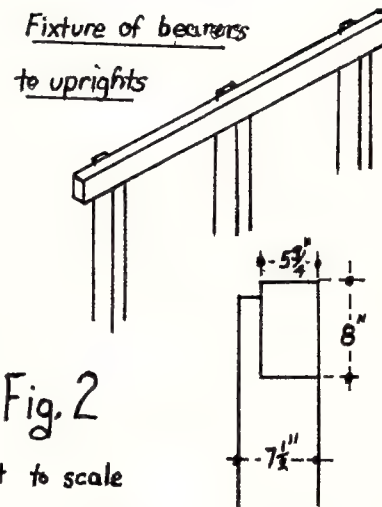


Fig. 2

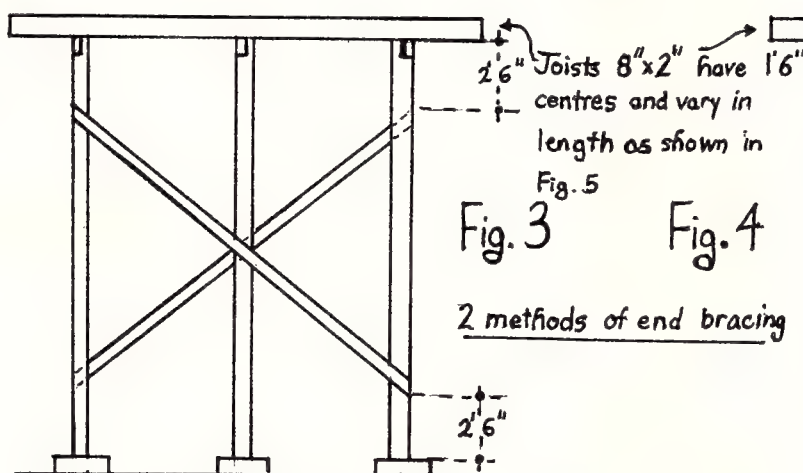


Fig. 3

Fig. 4

2 methods of end bracing

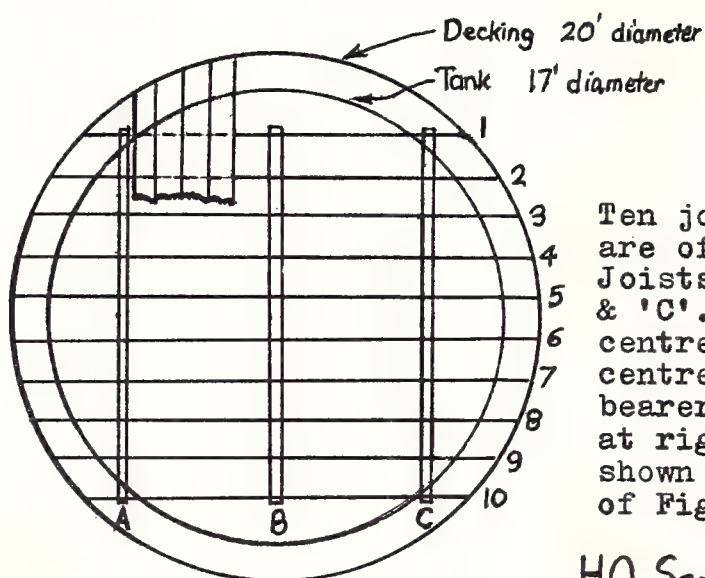
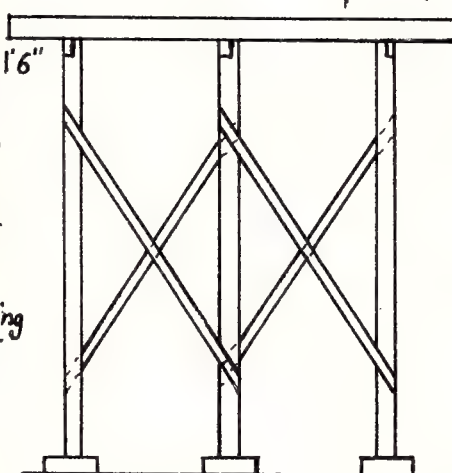


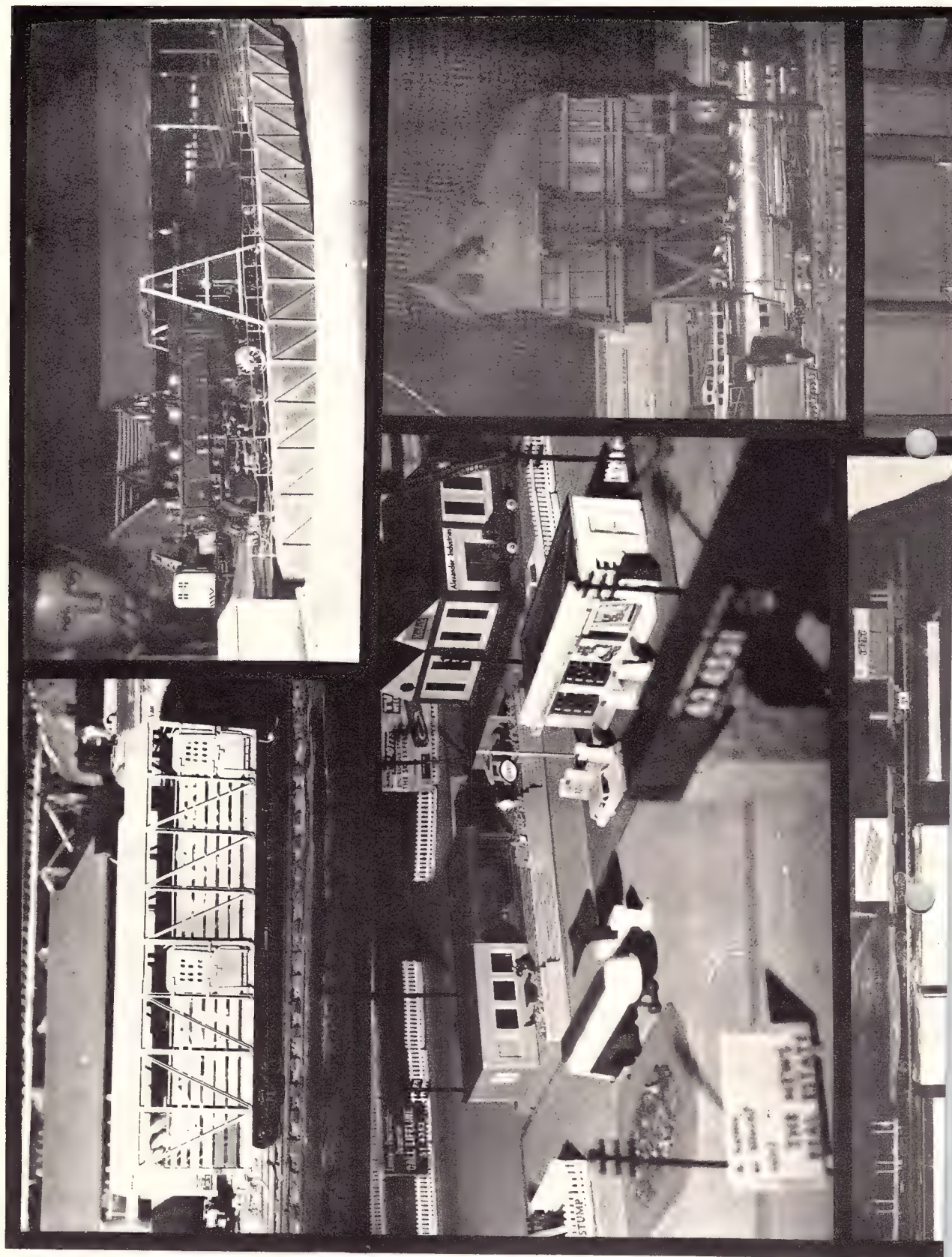
Fig. 5 Top View

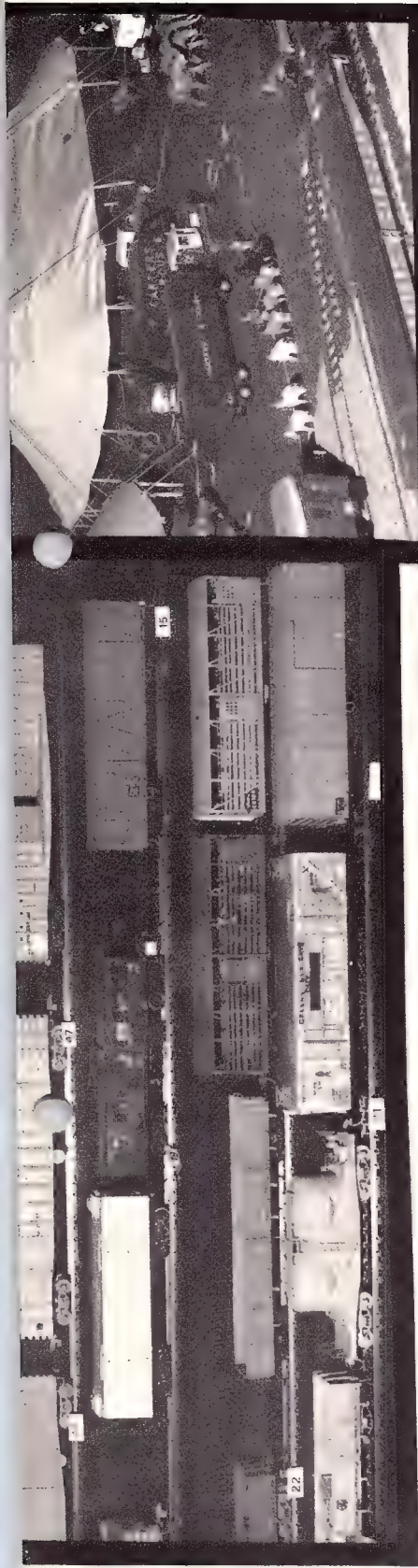
Ten joists (numbered opposite) are of varying lengths (as shown). Joists lie on bearers 'A', 'B', & 'C'. All joists have 1' 6" centres. Joists 1 & 10 have centres 3" in from end of bearers. Decking (12" x 2") lies at right angles to joists as shown in top left hand corner of Fig. 5 (only partly shown)

H0 Scale 3.5mm.=1ft.

Adelaide Model Railway Exhibition

Page 14





On September 3, 4, 5 this year the South Australian Railway Modellers' Association held its first model railway exhibition. The exhibition was organised to display the state of the hobby in South Australia and to advance the aims of the S.A.R.M.A. — to promote the hobby in South Australia. The exhibition was held in the Y.M.C.A. Hall in Pennington Terrace, North Adelaide, and was well attended, over 4,000 visitors being received.

Displays of models and layouts built by members of S.A.R.M.A. and by members of other associations were on show. Both the main Adelaide hobbyshops, Bridglands and the Model Centre as well as Australian Model Craft of Albury had displays. There were 10 layouts on show ranging from N scale to HO scale. There were many models of South Australian prototype on show and in use on the layouts. Hugh Williams has supplied some photos of the show.

Photo 1: This model is a South Australian Railways cattle wagon built by Paul Brooks and photographed on Hugh Williams' layout.

Photo 2: One of the most remarkable scenes at the exhibition was John Gordon's loco

depot. This is an almost full size model of a loco depot and is remarkable for its detail. This depot was attached to the S.A.R.M.A. portable layout. In this photo a young onlooker watches a loco being turned.

Photo 3: This is a street scene on Alan Lewis' layout. The scale is N.

Photo 4: Again John Gordon's loco depot. This is the coaling tower.

Photo 5: A showcase with some of the models on display. Models include three 'FC' class flat wagons and a 'FB' class flat wagon. Also shown are different types of S.A.R. refrigerator cars and some W.A.G.R. standard gauge equipment. The '4400' class brake van was built by Roger Wheeler from styrene sheet. The cement hopper in the bottom row was built by Phil Curnow from styrene and aluminium film cans.

Photo 6: Trevor Carter's circus layout.

Photo 7: John Gordon's loco depot again.

The exhibition was thought to be a great success by the organisers and by other South Australian modellers. The S.A.R.M.A. will use the proceeds to help establish their new clubhouse.



**A NEW
RECORD
RELEASE**



'STEAM in the SUNSHINE STATE'

by the AUSTRALIAN RAILWAY HISTORICAL SOCIETY

Now, for the first time, a superb 12" long-play record of steam locomotives at work in Queensland, is available. Carefully selected from many thousands of trackside tapes, this production maintains the high standard of fidelity featured in all previously-issued A.R.H.S. discs.

Included in the sequences presented are:

★ BB18½ classes in spirited suburban working ★ Beyer-Garratt on the climb to Mt. Morgan ★ Double-headed AC16 ("Yank") locomotives ★ The Wallangarra Mail under steam ★ B15 converted, PB15, C16 and C17 classes.

AND A SUPERB SEQUENCE featuring a "stall" and recovery by a C17 class on the Brisbane Valley branch. In the view of technical experts, this is a highlight in the history of Australian sound recording.

Price \$5.35

Available from

AUSTRALIAN RAILWAY HISTORICAL SOCIETY

P.O. Box E129, St. James. 2000

(Ask for our lists of books and records on railways from all over the world)

AUTHENTIC

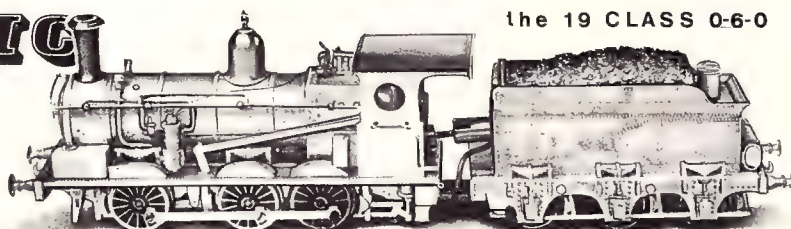
Dear Modeller,

AT LAST we've come of age in this great land; we have awakened to our unique heritage and the tabulation of facts and the collection of all things Australian has become almost a crusade. As with all other facets of Australiana Australians are now thinking and modelling Australian railways Prototype. And why not?... We have a unique background to our railway systems developed from Old English and early American prototypes and now pacing the world in modern, big-image locomotives and brightly coloured rolling stock.

You can now model the Australian scene on your layout without apologies - without the tedium of building entirely from scratch. ProTYPE make authentic scale models as "last-a-lifetime" metal castings and the range (17 models plus 40 accessories, plus locos) runs from distinctive four-wheeled coal hoppers, open wagons, and vans to coaches and big, modern louvered-vans (see our V.R. model and G.L.V.) and bright gondolas. (Have you seen our W.A./Interstate W.G.X. and the B.D.X. with inside and outside detail?)

OUR MODEL of the "19 class" 0-6-0 Locomotive caused a sensation at the recent M.R. Exhibition in Sydney. The model of this versatile locomotive is a fly-wheel drive, fully-detailed metal kit ready to epoxy-glue and screw together and sells for \$35.00 including five-pole motor and flywheel. Available only on a reserving deposit of \$10 with delivery through your store or by mail.

The "T.F." or 53 Class 2.8.0 Standard Goods Locomotive is now being cast. This model (in kit form) is similar to the "50 Class" but has high running board, fully detailed cab, different valve gearing, flywheel drive etc. (Converts to a 55 class with our Adapta 55 Kit, available later). This locomotive at \$45 is a must as it is the standard 2.8.0 for freight moving.



the 19 CLASS 0-6-0

The racy, high-wheeled, hump-backed ten-wheeler "36 Class" passenger and goods 4.6.0. loco is now being booked up for production. At \$55 with flywheel drive, and fully-detailed like the "19 Class" it is a necessity in your purchases-roster. If you order now with \$10 reserving deposit you will secure your model at this price.

Write us and ask about our "ProTYPE Purchaser's CLUB". It will save you a small fortune whilst you collect the best in Australian Model Railways.

Yours Truly,

PROTYPE MODEL PRODUCTS
P.O. Box 218, Milsons Pt. 2061

INVITATION

We invite you, the discriminating modeller, to CLOSELY inspect our cast-metal bogie sets and other items - count the rivets, feel the detail - compare them, assess the value for yourself.

See the best range of Australian model coaches, freight vans and wagons, with 41 precision-cast bogies and super-detail accessories in long-lasting metal.

Ask here for the ProTYPE Kits :-
(N.S.W.) Hobbyco and Fantastic Toyshop, SYDNEY *
Bergs Hobbies of PARRAMATTA * Newcastle Toys &
Hobbies, NEWCASTLE * Vic Barnes Hobby Centre,
NEW LAMTON * McKay's Newsagency, MARRICKVILLE.
(VIC.) The Model Dockyard, MELBOURNE * The Engine
Shed, BOX HILL * Baker & Doherty, WEST COBURG *
P.J.P. Productions, GISBORNE.
(QLD) Austral Modelcraft, EKIBIN * Hobbycraft,
BRISBANE.
(S.A.) Bridgelands, ADELAIDE * (and others).

Please show this advertisement to your local Hobby-Shop manager if he is not listed here.

Country orders welcome.

FL Cub Car
2nd. Class

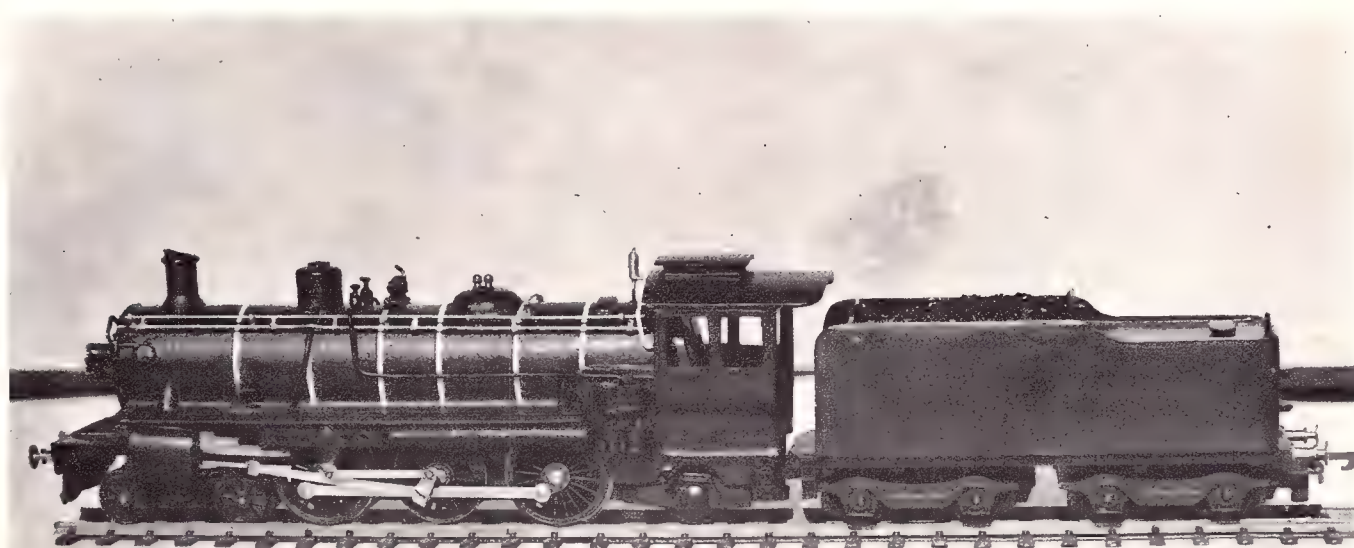
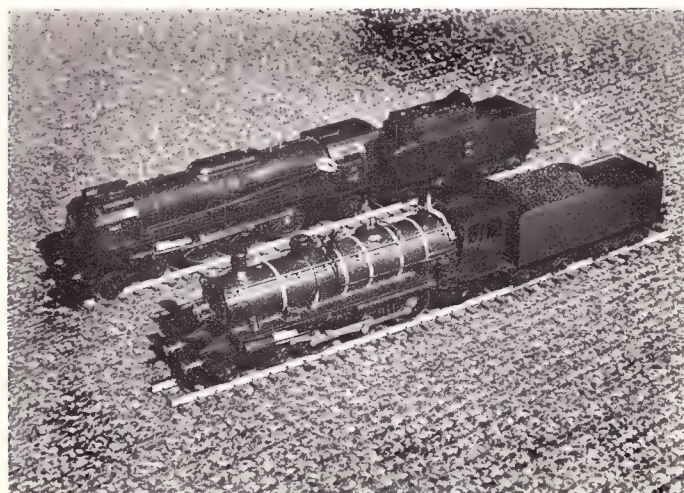


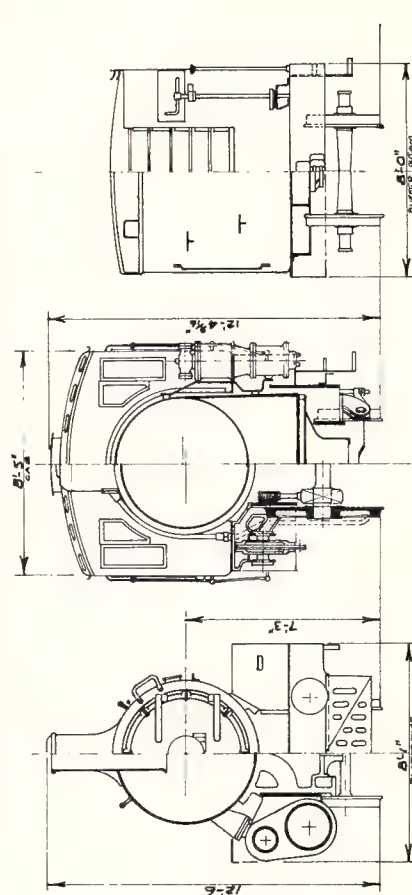
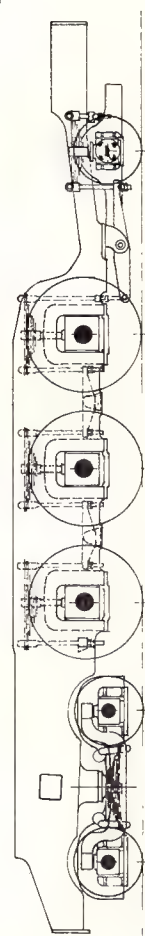
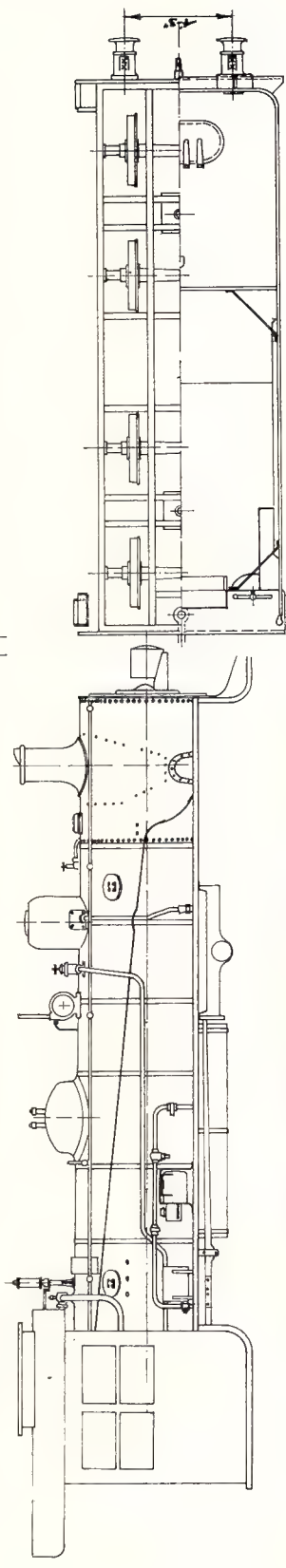
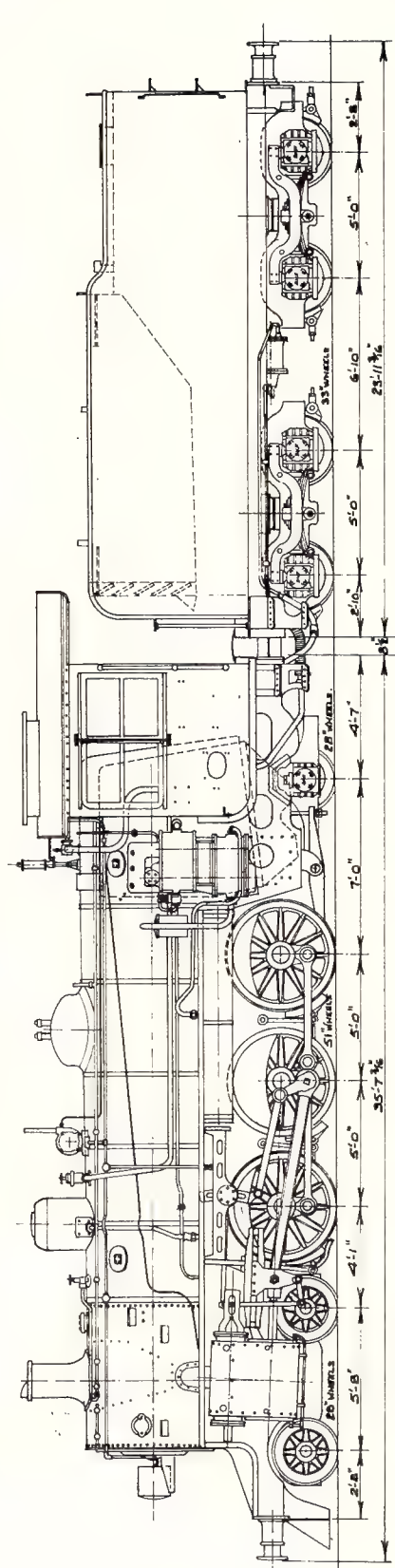
Please note that ProTYPE reserves the right to vary the design, manufacturing procedures and pricing of models without prior notice except where orders for such models have been accepted.

BUILDING A BB18¹/₄ CLASS

by Max and Margaret Chaseling

An interesting article, giving a blow-by-blow account of how a proprietary model can be converted to a most realistic model of Australian prototype. The article shows you many interesting techniques and methods of conversion which may be used for any model. Photos and plans by the authors.





<i>Railplan 35-</i>		
B.B.18 $\frac{1}{4}$.		
QUEENSLAND RAILWAYS. GAUGE 3'-6"		
DRAWN. <i>MaxC</i>	SCALE. 3.5mm = 1 foot.	S.C.M.R.A. SUNSHINE DIVISION.

"The absence of kits of Australian prototype is the reason why most local modellers have British or American model railways."

This, in my humble opinion, is an excuse not a reason for the situation here. I am convinced most of us are lazy and also "status symbol conscious" with our railway for it is too easy to buy several brass locos and several hundred Athern Kits and run them round 25 feet of track on a 6 x 4 board.

The above excuse is far from true with the current efforts from George Berg, John Purcell, Rod Tonkin, Graham Hearne, Clive McTaggart and possibly something in the heavyweight line from the North Sydney area. Already shelves are revealing a diversity of local prototype kits both in HO and HO $\frac{1}{2}$.

Being a new resident in a 3'-6" area I have developed a taste for these funny little trains and would like to buy a suitable loco to haul some of the new 3'-6" wagons. There being no such animal available some research showed an almost scale B.B.18 $\frac{1}{4}$ loco can be butchered from a T.T. Triang French Pacific. For you non-Queenslanders the B.B.18 $\frac{1}{4}$ is our equivalent to the C38 or R class Hudson being the last Australian made steam loco brought into service in Australia.

Scale is a dirty word—we should say realistic appearance. When my loco ended up about two feet too long a kind friend reminded me that a Japanese hand-crafted brass HO Garratt is not even scale because it runs on electricity instead of fire and water. Accordingly, if you are still reading this, you and I must talk the same language and I will now reveal my methods of abattoir type surgery.

My technique is more easily understood if perhaps I list some of the tools I have used. An abridged list would include: tin snips, files, razor saw, sharp knife, breast drill, centre punch, wad punches, soldering iron, rule

square, scribe, pin vices, 10 B.A. tap. Material adhesives, etc., will be mentioned in their context but it is helpful to have a scale drawing a Triang T.T. French Pacific loco and many photographs of the real thing.

This anatomy is best followed if we work under three headings, viz., loco chassis, loco body and tender. Obviously one may work all three sections concurrently with economy of labour but I chose not to dictate.

Section A — Loco Chassis

An inspection of the loco shows the wheelbase to be much too great. We remove the body from the chassis—a countersunk screw on the smoke box does it—and follow similarly with the lead and trailing bogies. The extension arm on the lead bogie has two holes 13/16" apart. Shorten this by drilling a new hole and trim off end so that the new centre distance for the holes is 5/8". Do this with a 7/64" dia. drill and it will not be necessary to remove the arm from the bogie.

At this point a decision is to be made on couplings. I have stuck to Triang type but have removed the front coupling because it will foul the cow catcher. I believe a lot of the character of this loco is due to this protrusion. If you decide to follow, remove the front axle and saw off the bogie extension flush with the coupler recess and refit axle.

The trailing bogie now has to be shortened. First remove a wheel and slide out axle with the other wheel. Drill a 7/64" dia. hole 13/32" from the original, a 5/32" dia. drill can be used to countersink to suit the mounting screw head. Excess metal is cut off and filed smooth as the original hole. Two outriggers 1/8" and 3/16" wide, both 11/16" long are cut from 0.030" styrene sheet and bonded in position with Araldite as in Fig. 1.

At this juncture it is possibly advantageous to offer a few hints on the use of Araldite. All surfaces to be

bonded **must** be clean, dry and free from grease of any kind. Any painted surface must have paint scraped or filed off. When mixing Araldite mix thoroughly equal parts of the hardener and resin, allow to stand for five minutes, mix again and apply to both faces. This allows the polymerisation process to commence whilst in a relatively large mass thus ensuring a maximum strength bond. The rest of the process is printed on Selley's packet only—one word of warning, don't waste it—it is not cheap. It is better to underestimate and make extra batch than to have to throw away excesses.

After the Araldite has set—say 24 hours—replace the wheels and axle, being sure to check the flange distance. The bogie sideframes are cut from 30 thou. styrene to the drawing and cemented to the outriggers. At this point we turn to the body and remove the smoke lifters, boiler front and slide out one feedwater heater. The two ends of the heater can be used for dummy axle boxes for the trailing bogie with use of the file, saw and knife. Polystyrene cement or movie film cement works well on any of the Triang mouldings. The hat shaped splash guard is fitted to the bogie frame instead of the ashpan guard on our model to negotiate sharp curves. An endeavour in this direction is believed necessary to slide from T.T. to HO 3 1/2 with a minimum of extra expense. Incidentally you may be well surprised how many Triang T.T. rolling stock items can represent Q.G.R. items with minor modification. I am also sure you Tassies, South Aussies, etc., can conjure up something here—let us all hear about it.

Fig. 2 shows the reverse mechanism carrier which I chose to make from .010" brass but any ductile metal (viz. copper, aluminium, tinplate) will do. It is surprising how many people overlook the vast amount of modelling material in a powdered milk tin. I made two of these before my folds were correct so do not despair.

Section A

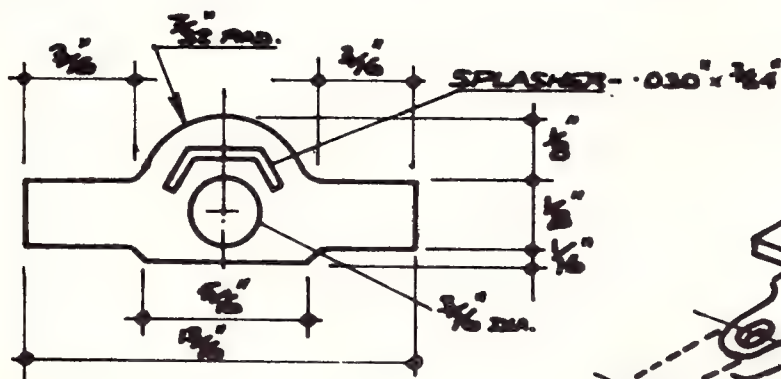
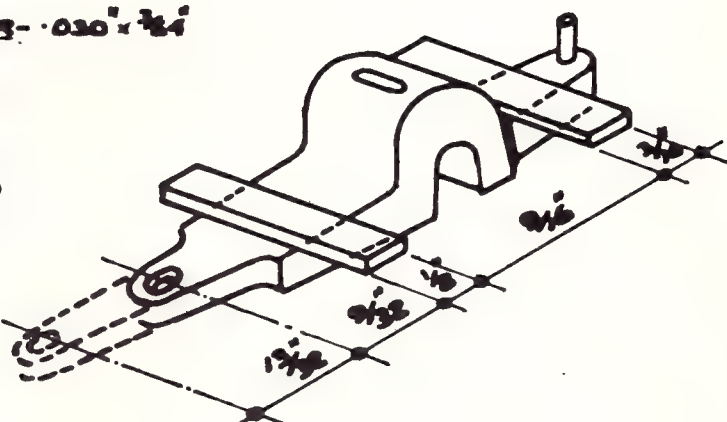


Fig. 1. TRAILING BOGIE.



As an aside you may elect to dispense with the outside valve gear—it can always be fitted at a later date—depending on your demands for realism.

The frames are glued to the carrier with Araldite and are detailed on Fig. 3. It is pertinent to note that all these parts were bonded with Araldite to ensure strength. The holes for the reverse link pivot pin were made by drilling, after marking the centre heavily with a sharp scriber, when the complete assembly was bonded. I used a steel panel pin for a pivot and used the same pin, with head removed and cutting face formed with side cutters (or pliers), as a drill. This technique has been used extensively for hand rail stanchions, safety valves, piping, etc., and gives a hole the exact size for fittings into soft plastic such as polystyrene.

The reverse link was made from .010 brass with a brass packing washer to build the thickness as in Fig. 4. Fig.

4 also shows the radius rod which was made from .020" stainless steel but any metal will serve. The holes were made by heavily centre punching both sides until the hole was large enough for the shaft—I used brass dressmaker's pins.

The eccentric crank, also on Fig. 4 was cut from 1/16" brass, cranked and heavily countersunk to take the coupling rod pin on the centre driver. It was wetted all over with solder—do not fill holes—fitted with screw driven hard home and soldered to screw to correct inclination on the centre driver to simulate valve lead. After doing this to both sides they were removed and the assembly of links was completed with a blob of solder on the outside of the (dressmakers) brass pivot pins.

Counter sink the panel pin hole on the reverse mechanism carrier to suit and cut pins long enough to suffice (1/8" to 3/32" overall). Refit the mechanism to the centre driver and you will have to remove about 1/64" from the spacing washer between the con. rod

and coupling rod to eliminate rod bind with the screw hard home.

Fit the reverse link to the carrier with its pin and try the chassis on some track under power. If all is well 3/16" discs are cut from .030 styrene with a wad punch cemented over the reverse link pin head on the carrier to simulate the bearing cover and act as a pin retainer.

This completes the loco chassis with the only possible exception of reduction of wheel flanges. I did this to be able to run on a friend's layout. I use .030" flanges to suit code 60 rail.

If you happen to have a wrecked Triang Princess, the use of its trailing bogie could circumvent a lot of work on the trailing bogie detailed above.

(to be continued)

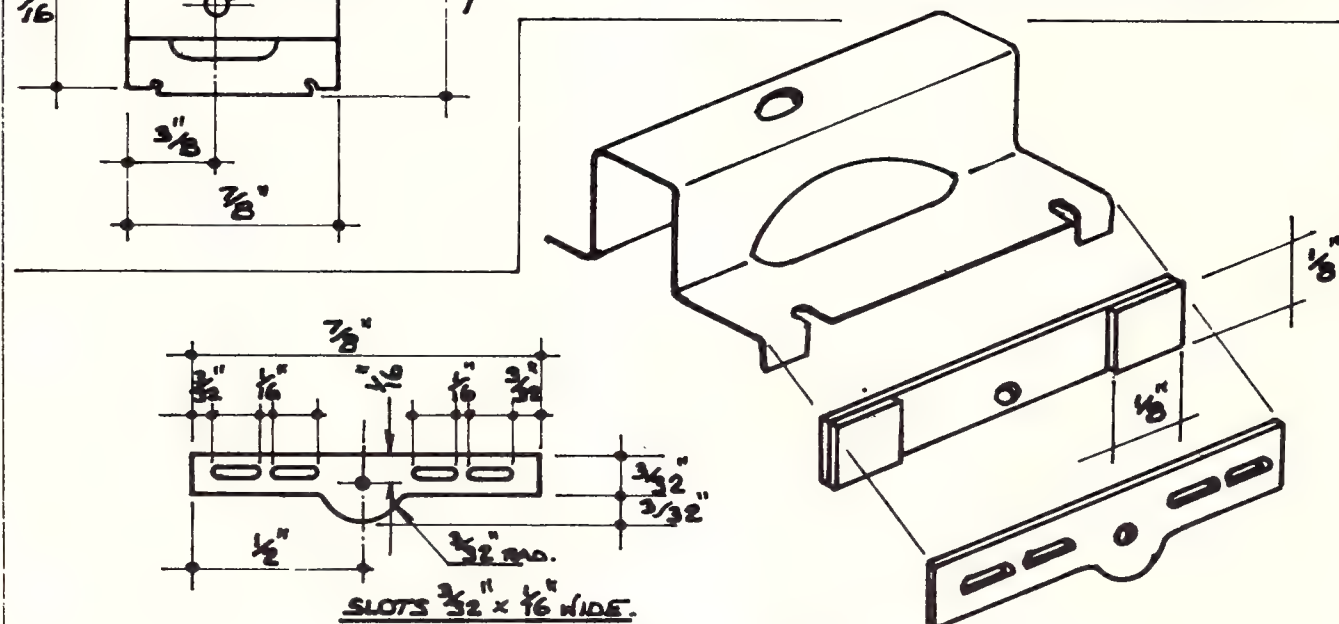
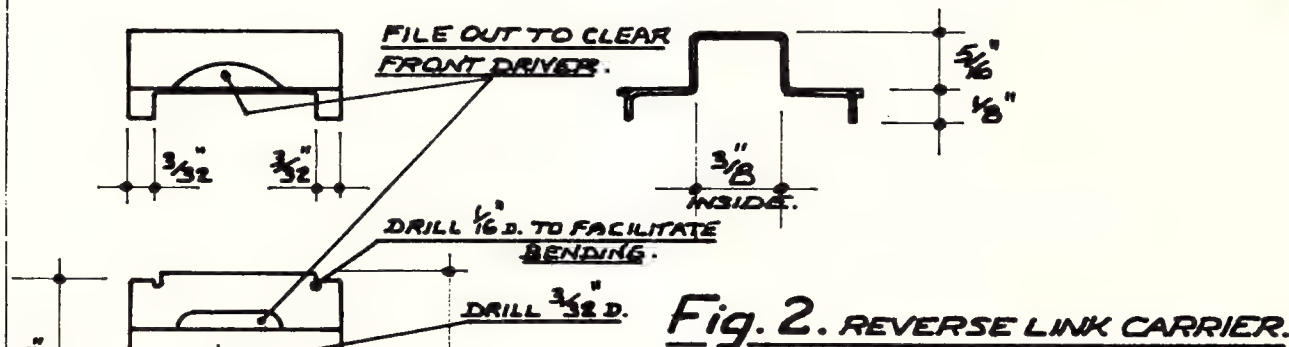
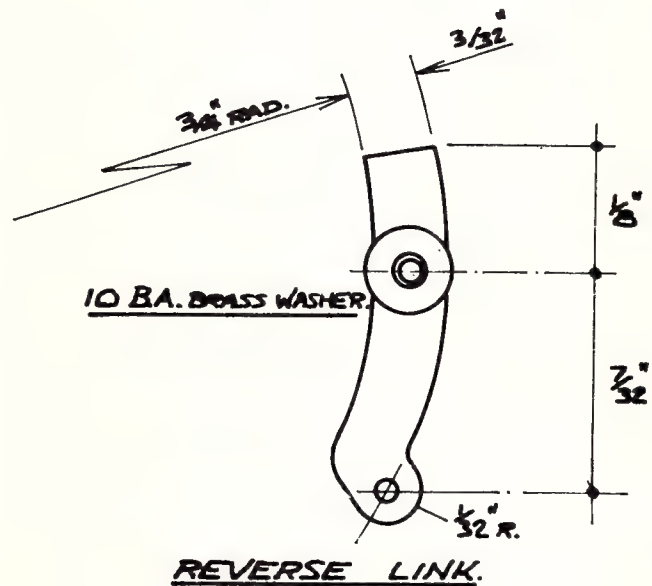
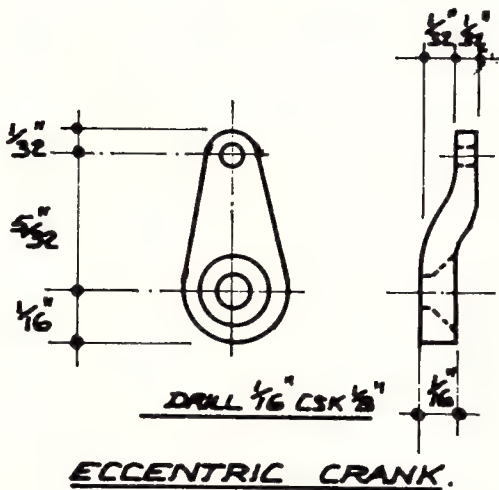
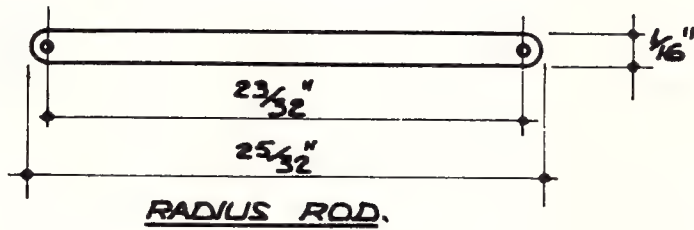


Fig. 4.

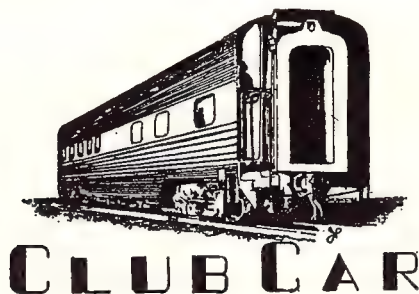


Austral Modelcraft

101 Laura St EKIBIN Qld

Mail to: P O Box 60 ANNERLEY 4103

all popular brands
complete N scale coverage
brass locos



EASTERN DIVISION

PROGRAMME FOR 1976 (subject to change)

14th November: David Peterson, 1 Myall Ave., Wahroonga.

5th December: Picnic outing, train trip Sydney-Hawkesbury River.

To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is first of month prior to month of issue.

S.C.M.R.A.

Members in all States of Australia, New Zealand, North America, England and Europe.

Secretary: Terence N. Carpenter, P.O. Box 107, Lakemba, N.S.W. 2195.

Membership Dues: \$4 p.a. Joining fee \$2. Division Representatives:

Qld.: Max Chaseling, 10 Merlin Terrace, Kenmore. 4069. Ph. 78-4462.

N.S.W.: John J. Bevan, 5/6 Kara St., Randwick. Phone 399 9619.

Vic.: Jim Wilson, 37 Potter Ave., Black Rock. 3193.

S.A.: John Trelease, 7 Milton Ave., Fullarton. 5063.

W.A.: Aub. Thorpe, 14 Straun St., Warradale. 5046.

Tas.: Lloyd Crosswell, 12 St. Andrews Place, Launceston. 7250.

N.Z.: John Yolland, 7 Riverina Ave., Pakuranga.

AUSTRALIAN MODEL RAILWAY ASSOCIATION, N.S.W. BRANCH

Branch Secretary: Phil Kelly, 20 Lee St., Condell Park. 2200. Phone 70-5317.

Well, another exhibition has been and gone, and Branch activities should have returned to normal by the time that these lines appear.

During July two inspections of NSW facilities were held, one of Enfield "Loco" and Delec, and the other of the Signal Demonstration Room at Railway House. Layout operation took place on the other meeting date in July.

On first August George Berg, of Bergs Hobbies, John Purcell, of Fried-

mont, and Kevin Hardacre of Prototype demonstrated their products. The other two August meetings were both devoted to layout operations. At the first meetings in September we played host to members of various other model railway clubs in Sydney, whilst all other dates during that month were for the preparation of exhibition equipment. A post exhibition discussion was held on October 17, with colour slides being screened by members on October 23.

Coming meetings are:

Saturday, November 7: Auction—pre-Christmas clearance.

Saturday, November 21: Private layout visit to Illawarra Model Railway Club—met at Club Room at 2 p.m.

Friday, November 27 (tentative): Club Dinner—please advise Graham Lamour (70-5074) of your intended presence now.

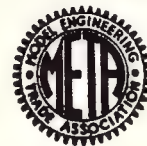
Saturday, December 5: Christmas Barbecue, combined activity with SCMRA, to be held at Brooklyn. Avoid the week-end traffic, travel in style by the new Double Deck Interurban, departing Sydney at 12.12 p.m. (regular service). Please advise Phil Kelly (70-5317) or Graham Lamour (70-5074) of your intended presence.

WANTED

PHOTOGRAPHS OF INTERESTING LAYOUTS AND STORIES — TRY YOUR HAND.—Ed.

HOWELL DIMMOCK LTD.

LONDON'S MODEL RAILWAY CENTRE
WORLD-WIDE MAIL ORDER A SPECIALITY



ENGLAND CALLING — ALL AUSTRALASIA

CAN YOU SPARE US TWO MINUTES to let us introduce ourselves? In the last five years we have built ourselves into one of the largest Model Railway centres, specialising in Retail and Mail Order of the smaller gauges of Model Railways only. We have amassed large stocks to meet a wide variety of Modellers' requirements. We are a family business, therefore we can offer personal service. London is a long way away, but the letterbox brings us within a few hours by airmail letter. Therefore we would like to extend to you our 5 star service and join you with our many hundreds of satisfied customers throughout the world.

FOR THE OVERSEAS MODELLER we offer you our 5 star tax-free concession which means 2/11ths off British retail prices.

★ Goods can be sent to you free of British Purchase Tax. Just deduct 2/11ths from the British retail price. Bear in mind most electrical gear, power units, transformers, etc., do not carry tax. We ask you to pay carriage. Surface Mail, Airmail, as desired.

★ Write to us and tell us exactly, with quantities, what you want. We will Airmail you a pro-forma invoice showing what you have to pay, including the carriage selected, in British Sterling, with full details of availability either for immediate delivery, or to follow in near future. Remember, you get more for your money with Devaluation! With choice from our huge range.

★ Alternatively, place a Sterling Balance with us, and draw on your requirements, using up the Sterling Balance, which can be replenished as necessary.

★ Technical advice and help at all times. We are specialists and know our business.

★ We sell only Model Railways and carry good selections of all that we consider good and reliable and that we can recommend.

SOME EXAMPLES of the **PRICE SAVING** you can make:—

1. TRIANG R259S BRITANNIA \$10.75 inclusive of post and packing by Surface Mail.
2. TRIANG R855 FLYING SCOTSMAN LNER \$10.75 inclusive of post and packing by Surface Mail.
3. PECO SL100X per 25 yds. \$21.00 inclusive of post and packing by Surface Mail.
4. GRAHAM FARISH N/S '00' TRACK per 36 yds. \$27.00 inclusive of post and packing by Surface Mail.

Some of the many manufacturers' equipment we stock are as follows: Trix, Triang, Wrenn, Arnold Rapido, Minitrix, Peco, Vollmer, Pola, Highfield, Atlas, Billezi Playcraft, Minitrains, Farish, Formoway, Gem, Wills, K's, Bec, Rohford, Jackson, Ratio, Superquick, Humbrol, Slaters, Elk, H & M, Codar, Scalespeed, Cockrobin, Airfix, Fleischmann, Rivarossi, Eanes, Pola-Maxh, C.C.W., Prototype Models, Nerton, Preiser, Rowa, Showcase Models, Roskopf, to name but a few.

HOWELL DIMMOCK LTD. 38-40 Lordship Lane, Tottenham, London N17 8NT, England.

Turntable Control

For those modellers who possess a Tri-ang Turntable and want a simple method of control.

The turntable as unpacked when new is supplied with a switch box consisting of 2 pushbuttons. These buttons apply 12-15 volts D.C. to the turntable motor to rotate the table one way or the other. The awkwardness is that the buttons must be pressed all the time the turntable is in motion.

The circuit below provides for the turntable motor to be started by pressing one button and stopped when required with the other button. It will rotate in either direction. A feature of the Tri-ang turntable is that it pauses for about 3 seconds at each track before progressing.

An explanation of the symbols of the circuit before we try to make the turntable rotate.

by R. SOLLY

With all the relays released, let us operate Button 'A'. Following the circuit along from the positive of the power supply: Button "A"—B1 contact—C1 contact—to relay A which operates and locks on via contact A2. Contacts A3 and A4, which have just operated, switch 12-15 volts D.C. to the turntable motor which starts to rotate one way. When the table has lined up to the track desired, push Button 'B'. Once again we follow the circuit:—positive power supply—Button 'B'—contact A1—to relay C which is now operated, and causes contact C1 to

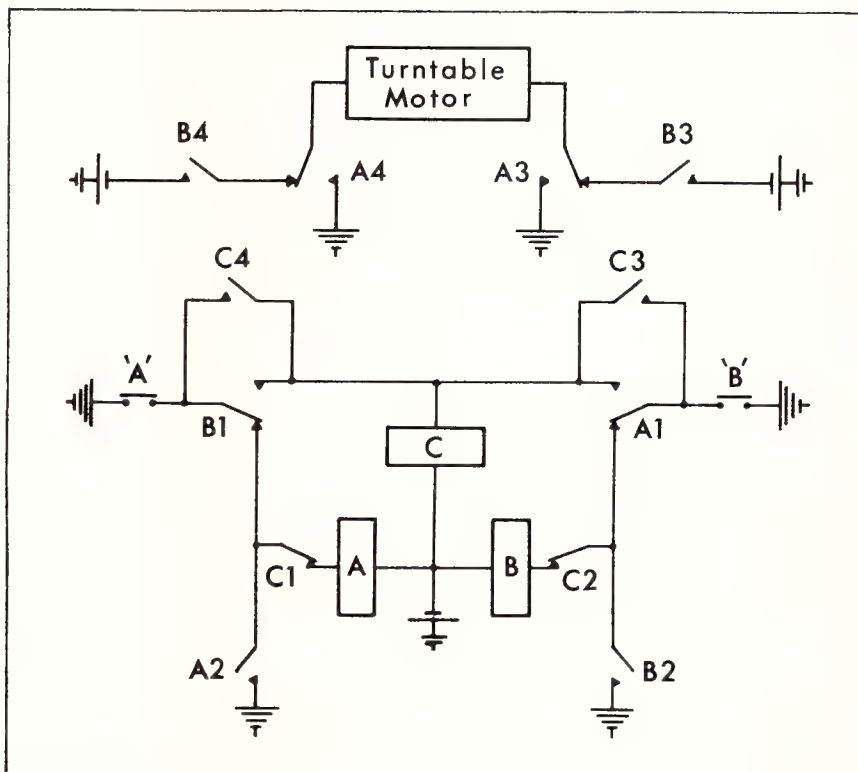
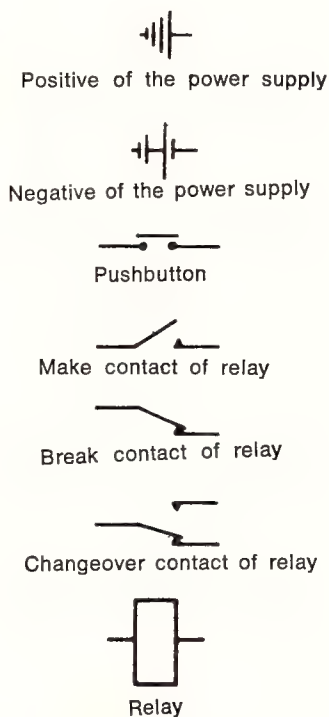
open, which in turn releases Relay A. Consequently, contacts A3 and A4 disconnect the 12-15 volt D.C. power to the turntable and it stops.

Contact C2 prevents Relay B operating when A1 releases otherwise contacts B3 and B4 would apply reverse voltage to table motor and rotate the other way.

Contact C3 locks Relay C to Button 'B' positive. This is done to ensure that both Relays 'A' and 'B' are released otherwise interaction of all relays will occur.

If turntable is desired to be rotated the other way, Button 'B' is operated first and Button 'A' is operated to stop the turntable when required.

I use 2000 Ω PMG type coils for my relays as I have a 50 volt source but 400-500 Ω should be adequate for 12-15 V. D.C. power supply.





**4th floor
Railway Institute Building
273 Castlereagh Street, Sydney**

(Opp. Mark Foys)

MEETINGS: Every Monday (holiday excepted) 7.30-9.30. Visitors welcome on 1st and 3rd Mondays of month; visitor parties must make prior application by letter.

NEW MEMBERS: Membership is now open for new members over 20 years of age for both O and HO sections. They must be actively involved in model railway construction and/or operation and attend regularly, and contribute their skills to building/repairing the Society's model equipment and manning the layout control boards for operational sessions. Apply by letter, or personally on a visitors' night.

OFFICIALS: President—Paul Simpson; Secretary—John Bowen; Vice-Presidents: O gauge, Don Stone; HO, Bob Gallagher.

Train-running Committees: O gauge, John Bowen, Don Stone and Max Mitchell; HO gauge, Bob Gallagher, Lionel Glendenning and Ken Foran. Treasurer: Ken Smith; auditor: Arthur Wheatley; publicity committee: O gauge, Max Mitchell; HO, Lionel Glendenning.

LAYOUTS: The Society has two fully completed and operating layouts—O gauge, being about 600 feet of track including sidings, and the HO about 650 feet. All locos and rolling stock are owned by members, much of it permanently loaned to the Society and almost all being NSWGR models. Members of other Clubs are invited to bring their equipment for a run on the layouts. The O gauge is inside third, and HO 2-rail.

RECENT ACTIVITIES: The annual meeting was held on July 20 and elected the officials listed above. The past year's activities were reviewed and future ac-

tivities arranged including re-opening membership lists for eligible model-rail interested persons actively engaged in the hobby.

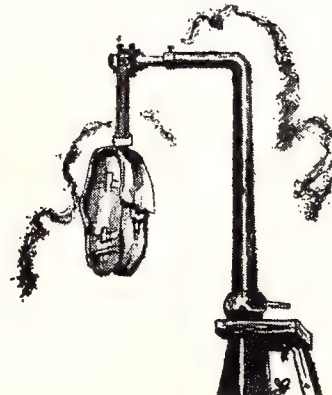
Recent meetings have seen some excellent models on display by members as mentioned below. Ken Smith was welcomed back on Aug. 17 after many weeks away incapacitated while Lionel Glendenning had a bout in hospital in August. Two members, Barry Millner and Don Stone made the trip on the steam-hauled Western Endeavour special enthusiast's trip behind steam from Sydney to Perth and return—a memorable journey of 5000 miles which hit the headlines last month.

HO Gauge News—Arthur Wheatley gave his 53 class plus 21 identical 4-wheel non-air private coal hoppers an airing on the layout on August 17 and the train was greatly admired—all his own work including the loco. Ken Foran has remotored his 13 class with a new 005 MWD unit which is undergoing tests. One evening earlier Arthur brought in his NSWGR Garratt, the 53, his 40 classes locos plus his VR B class diesel. Several members have purchased the recently imported Jap. 32 and 50 classes and have been swapping methods of weighting these attractive models to improve traction and loadings. Bob Gallagher has cast up some lead pieces to fit into the cab, boiler and elsewhere on the chassis to that end and has offered castings to others with the problem. Max Burke has shown his first car, a moulded FHO, of the Kiama passenger set under construction, and the amount of NSWGR equipment now available will enable the Society to go over to exclusively NSWGR stock for specific operating nights. On other nights free lance and other non-NSWGR models can be introduced by members.

SMRS layout—3655 outside the O gauge loco shed with an 18 class shunter on the right.



MAIL BAG



Sir,

As most of the readers of this magazine are aware, the 1971 NMRA National Convention will be held outside of the U.S.A. for the first time. It will be in the U.K. as we know, and a group of modellers down this way are considering attending if the cost can be held at a reasonable level.

With a group of 15 travelling together, we can obtain certain discounts in travel that will reduce the cost to about 70% of standard fare. This would mean that the trip could be made for about \$1000 all inclusive. I have connection with both Linn Westcott and Paul Shimada who are attending the Convention with a party from the U.S.A., and then going for a 3 weeks rail tour of Europe in the case of Paul and Scandinavia in Linn's case, and there would be no objection on their part if we joined with either of them for that part of the tour if we so desired.

If anyone is interested, please write to me at the address below, and I will go into further details with you on behalf of the group.

**TED FROST,
Boronia. 3155.**

Sir,

I am not in the slightest impressed with the Editorial department of AMRM. Good honest argument may be the means of sorting out problems, but what issue 44's Mailbag amounted to was amateur mud-slinging, hardly the sort of thing to show the world. Please don't think I'm against controversial matters being discussed in our magazine, but editorial digression must be used in particular by not allowing such matters to get out of hand.

May I suggest two things: Firstly, no more than two letters, especially not long ones, in answer to something of this nature. And, secondly, if there is insufficient correspondence, why not put in a second plan, in particular ones published in magazines which are no longer available, such as from the old NMRA Booster and Model Railway World. This is what the Aussie modeller really needs, not the station signs in 3" to the foot scale; it's ridiculous.

In conclusion I would like to say that tolerance is gained through knowledge of what the other fellow is doing, in our case with the rail and flanged wheel. So not only should we have articles and letters from the tramway boys, but something from the Model engineer's railway division as well; after all they haven't got their own magazine now. Maybe the Editor would invite a model engineer to talk shop with us. We couldn't help but learn something.

I am a lover of railroadians. I love the railways, be they broad, narrow or standard gauge. I like to understand their problems, old and new and economic, I like the sight of model steamers slipping wheels and the smell of coal, steam and oil. For many of us in the years to come these will be the only locos in steam we'll see. And I like our small gauge models and the scenery that goes with it. And if someone else wants to fly a plane or build a ship I accept him for what he is—a modeller!

MIKE HADDEN,
Inala, Qld.

Editor's Note: The number of letters published in issue 44 were only a portion of those received. However, we welcome letters from everyone on any subject associated with model railways. In this way the Mail Bag may fulfill its proper role and become a lively and interesting form of ideas.

We are at the moment attempting to

arrange for some articles to appear from time to time, on the larger gauge model railways (e.g., live steam). Any contributions in this field would be most welcome.

Sir,

I have been an avid reader of the AMRM for many years and in general I am very pleased with it, but I feel that I must voice my protest on your petty state jealousy. At no time in the past year has a single article appeared (my apologies to Mr. L. C. Bergmann). I know your organisation is based in NSW but I am loath to believe this is the reason.

IAN GRIFFIN,
Melbourne, Vic.

Editor's Note: The reason that no article on scale modelling of the VR has been printed has nothing to do with state rivalries. The simple fact is that NO modeller in Victoria has submitted an article to use and we are unable to write about that of which we are not familiar. So how about it?

WANTED

Enthusiastic N.S.W. Modeller interested in forming a N.S.W. Specialists Group in Sydney. HO Scale. Contact R. Gallagher. 661-4046.

WANTED

Anybody interested in "N" scale to start a Club. Please contact Mr. Stephen J. Miller, 6 MacArthur St., Parramatta. Phone 630-7984 week-ends.

If you are having trouble obtaining your copy of the Australasian Model Railroad Magazine, then this item will be of interest to you.



Have your copies sent to you direct from the publisher (post free) for \$1.80 per annum.

Remittance should be made to S.C.R. Publications, Kings Cross and forwarded with your name and address (printed please) to:

Subscription Manager
S.C.R. PUBLICATIONS
P.O. Box 204
Kings Cross, N.S.W. 2011

Joining The Southern Cross
Model Railway Association?
Then write for application
form to:

THE SECRETARY, S.C.M.R.A.
P.O. Box 107, Lakemba, 2195

A NEW BOOK

RAILWAY FREIGHT WAGONS of New South Wales

This book is a good guide. It was prepared by John Beckhaus after months of research. It contains 56 photos & 64 pages. \$1.20

S.C.R. PUBLICATIONS

P.O. Box 204, KINGS CROSS. 2011

HOBBY SHOP DIRECTORY

N.S.W. — SYDNEY

Biggest stock Marklin in Aust. New Marklin (Hamo) 2-rail will run on Peco, Fleischmann, Lima, Tyco, Tri-ang track. Send S.A.E. for free Marklin catalogue. Every other brand in stock.

J. SEARLE & SONS — Est. 1897
315 Pitt Street, Sydney. 26-5737

N.S.W. — SYDNEY

All scale HO model requirements. Athearn — Rivarossi — Peco — Tri-ang. We specialise in brass locomotives.

HOBBYCRAFT

276 Illawarra Rd., Marrickville. 55-3580

N.S.W. — NEWCASTLE

Big range of FRIEDMONT N.S.W. Model kits. Also stocks of Rivarossi, Tri-ang, Fleischmann, Lima, Athearn, Crown, Peco, Superquick and many others.

Sales & Prompt Repair Work

VIC BARNES HOBBY CENTRE
213 Lambton Road, New Lambton
Phone: 52-1886

Q'LAND — REDCLIFFE

Model railways are our business! Not only do we sell but we also service what we sell (if and when required). Tri-ang; Hornby-Dublo; Peco; Fleischmann; Minitrix; Playcraft; Pola; Lima; Lone Star; Superquick; Kibri Vollmer. These are some of our lines. See full range at

PENINSULAR MODEL RAILWAY MARKET

4 Bell St., Clontarf Beach, Q. 4019. (072)84-7907

Q'LAND — BRISBANE

Railways exclusively — Sell, Buy and Trade. ALL makes and any gauge — New and second-hand. Postal trade anywhere.

"THE IRON HORSE"

The Model Railroaders Supply Centre
33 Lowerson Street, Lutwyche. 4030
Brisbane

Q'LAND — BRISBANE

Tri-ang, Peco, Playcraft, Lima, ATT, Rivarossi, K's, Arnold, Superquick, Hornby Track and Points. Free mail order with all orders over \$2.

QUALITY RIGHT

36 Poinciana Street, Inala
Phone: 72 2368

Q'LAND — BRISBANE

Railways exclusively. Kumata—United —Tenshodo and all other Japanese makes. Large narrow gauge coverage.

AUSTRAL MODEL CRAFT

101 Laura Street, Ekibin. 48 3377

S.A. — ADELAIDE

Model Railroad Headquarters in S.A. Tenshodo, Kumata, Peco, Faller, Rivarossi, etc.

BRIDGLANDS

91a Gawler Place. Phone 8-4297

VICTORIA — GISBORNE

Rivarossi — Tri-ang — Peco.
Prompt Mail Order Service.
Write for free price lists.

P.J.P. PRODUCTIONS

15 Hamilton St., Gisborne, 3437

Tell advertisers you saw it
in A.M.R.M.



12 words for 30c. Extra words 2c each.
Name and address free. Cash with copy.
No charge to S.C.M.R.A. members.
Closing date: 15th of preceding month
(e.g., 15th July for August issue).

WANTED

PHOTOS (B & W) (Colour Slides) of Commonwealth Railways 'Ca' Class Locos. (formerly New Haven). J. W. Costello, Selwyn St., Beaudesert, Qld. 4285.

HO PLANS for N.S.W.G.R. 48 Class Diesel. A. McKendry, 175 Eastern Valley Way, Middle Cove, N.S.W. 2068.

FOR SALE

TRIANG double-ended Loco + 5 Freight Cars, 0-6-0 Tank Engine, Princess Royal, accessories and over 60 ft. of track. I. Hill, 649-9406 (after hours).

One only brass "38" CLASS LOCOMOTIVE. Collector's item. Offers, with S.A.E., to: M. Eastwood, 21 Downing St., Epping, N.S.W. 2121.

2 DOZEN Arnold Rapido Bettendorf Freight Bogies, \$1 pair or offer. Will exchange on other N gauge. Write first. J. W. Costello, Selwyn St., Beaudesert, Qld. 4285.

C 38 CLASS: brass: painted and numbered. Excellent condition. 42 Class Diesel: painted. SD45 running gear: plastic body. Assorted bogie rolling stock. All HO gauge N.S.W. prototype. Best offer. Ross Tollow, 226 Concord Rd., Concord West. Phone 73-4923.

T.T. SCALE TRIANG, Rokal. Limited stocks good used locos., coaches. Bargain prices. Mr. J. Thompson, 2 Romford Rd., Epping, N.S.W. 2121.

LARGE quantity HO model trains and equipment—Hornby, Graham Farish, Athearn, Bowser 'Challenger', Rivarossi 'Big Boy', various brass locos., Merten figures, rolling stock and parts for builders. Call or write to 'Advertiser', Flat 4, 16 LaPerouse St., Fairlight. 2094. S.A.E. for particulars.

HO Scale Model Railway Layout, occupying three sides of a building 28 ft. by 15 ft. and containing over 70 yards of Shinohara Track, 33 points and motors, bridges, tunnels, etc. Will sell as is (break down into removable table sections) or will sell piecemeal. Club winding up. W. Shellshear, 4 Jerrang Ave., Cooma North, N.S.W. 2629.

DETAIL Blue Prints, Steam Locomotives. All Gauges, also Castings. 7mm. Outline Blue Prints. Marine Engines. Bolton, 70/72 King St. Catalogue \$1.50.

Benchwork, Baseboards and Layouts

This is an ideal little book for those who are just starting their layouts. There are details on how to build layout benchwork, and a number of helpful designs for layouts for the beginner.
Price 50 cents,

When ordering please add 10 cents to cover mailing charges and handling.

S.C.R. PUBLICATIONS
P.O. Box 204, Kings Cross
N.S.W. 2011

NOTICE:

This publication accepts no responsibility for the accuracy or reliability of articles or advertising contained herein, statements made or opinions expressed in papers or discussions, nor do we necessarily subscribe to the views expressed by contributors. Neither is any guarantee implied or expressed as to good conduct, or practice, of advertisers contained herein. This publication reserves, at all times, the right to refuse acceptance to all matter considered unsatisfactory for publication.

DEADLINE

NEXT ISSUE CLOSING

NOVEMBER 1

WANTED

PHOTOGRAPHS OF INTERESTING
LAYOUTS AND STORIES — TRY
YOUR HAND.—Ed.

LimaRail

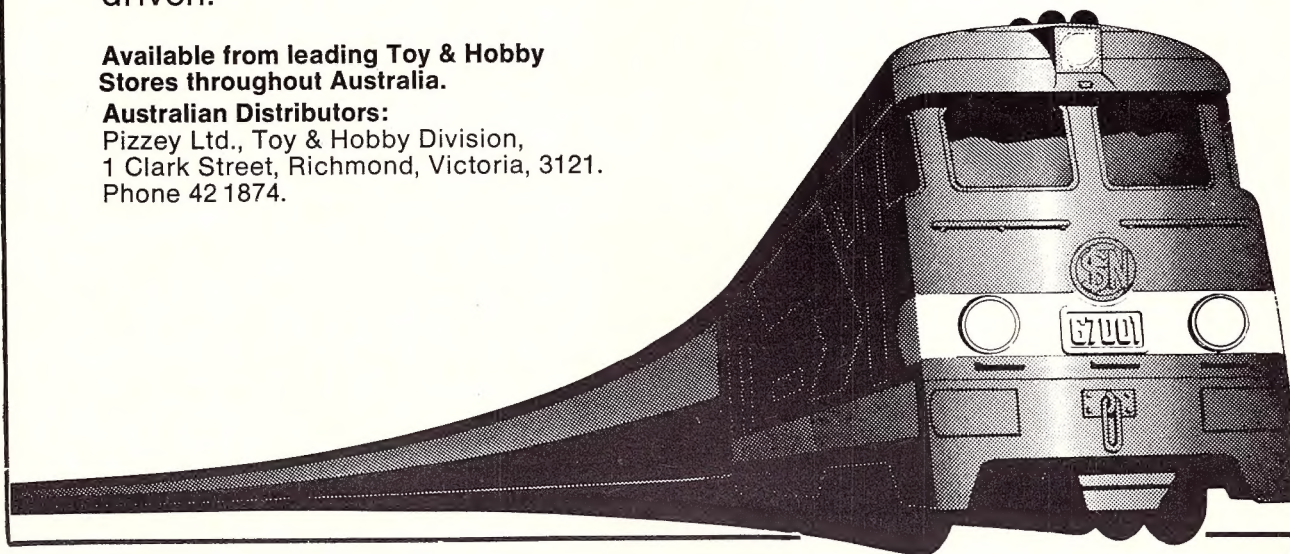
**So realistic. Model trains
at a very realistic price!**

- Authentic American, British and Continental models.
- Locomotives and rolling stock sprayed and moulded with authentic markings in superb detail.
- Steam and electric locomotives with powerful motors — also real lights. (Test locomotive ran 2,500 miles non stop.)
- Electric locomotives can run off working pantograph.
- Wide range of carriages and trucks, all with metal wheels. (Test locomotive pulled 20 ft. train without slip.)
- Rugged track with sleepers and rails to exact scale.
- H.O. or mini N. gauge. Power or battery driven.

**Available from leading Toy & Hobby
Stores throughout Australia.**

Australian Distributors:

Pizzey Ltd., Toy & Hobby Division,
1 Clark Street, Richmond, Victoria, 3121.
Phone 42 1874.



K8-69



BANISH DERAILMENTS

Change to
PECO
STREAMLINE TRACK

IN HO/00, N, O & OO-9 GAUGES.
IF YOU HAVEN'T ALREADY!

HO/00 TRACK

SL-100X Streamline Track with Nickel Silver Rail, 1 yd.	\$1.25
SL-100B Streamline Track with Brass Rail, 1 yd.	\$1.00
SL-100S Streamline Track with Steel Rail, 1 yd.	\$1.00
SL-102X Streamline Track with N.S. Rail and with Concrete Sleepers, 1 yd.	\$1.25

POINTS

SL-88X Right Hand Point, 5ft. radius, each	\$2.95
SL-89X Left Hand Point, 5ft. radius, each	\$2.95
SL-91X Right Hand Point, 2ft. radius, each	\$2.35
SL-92X Left Hand Point, 2ft. radius, each	\$2.35
SL-93X Short Crossing (24°), each	\$2.35
SL-94X Long Crossing (12°), each	\$2.95
SL-97X Y Point, each	\$2.35

TRACK FIXINGS

SL-10X Metal Rail Joiners, pkt. of 24	40
SL-11 Insulating Rail Joiners, pkt. of 12	35
SL-14 Track Fixing Pins, 1/4oz.	40
SL-17 Stud Contact Strip for Track, 6ft.	45
SL-18 Stud Contact Strip for Points, 4ft.	45
SL-30 Uncouplers A/HD type, each	55
SL-32 Ballast Slopes—Cork, two	50
SL-37 Track Cleaning Block, each	40
SL-40 Buffer Stop Kit—rail built, each	35
SL-41 Buffer Stop Kit—sleeper built, ea.	40

FOAM BALLAST UNDERLAY

SL-50—for Track, Roll of 16 1/2 ft.	\$1.50
SL-51—for R/Hand Points SL-91X, two	60
SL-52—for L/Hand Points SL-92X, two	60
SL-53—for Y Points SL-97X, two	60
SL-54—for Short Crossings SL-93X, two	60



SL-55—for R/Hand Points SL-88X, two	60
SL-56—for L/Hand Points SL-89X, two	60
SL-57—for Long Crossings SL-94X, two	60

POINT OPERATIONS

SL-70 Point Motors, each	\$1.35
SL-71 Adaptor Bases for point motors, ea.	30
SL-72 Actuator Switches, each	40

N GAUGE

TRACK & ALLIED ITEMS

SL-300X Streamline Track, Nickel Silver Rail, Plastic wood-grained sleepers, plastic lugs hold rail firmly in place, fully flexible, 1 yd.	\$1.00
SL-310X Metal Rail Joiners, pkt. of 24	40
SL-311 Insulating Rail Joiners, pkt. of 12	35
SL-330 Decouplers, brown plastic, pair	55
SL-340 Rail Built Buffer Stop Kit (Clip to track); two	35

FOAM BALLAST UNDERLAY

SL-350—for track, 16 1/2 ft. Roll	\$1.35
SL-351—for R/Hand Point 391X, two	60
SL-352—for L/Hand Point 392X, two	60
SL-353—for Y Point, two	60
SL-368—for R/Hand Point 388X, two	60
SL-369—for L/Hand Point 389X, two	60
SL-370—for Long Crossing, two	60

POINTWORK

SL-388X Right Hand Point, 3ft. radius, ea.	\$2.75
SL-389X Left Hand Point, 3ft. radius, ea.	\$2.75
SL-391X Right Hand Point, Medium radius, each	\$2.35
SL-392X Left Hand Point, Medium radius, each	\$2.35
SL-394X Long Crossing, each	\$2.85
SL-397X Y Point, each	\$2.75



NEW

2364 Wood Sided Outside Braced Box Car — Seaboard	\$1.95
2402 40ft. Standard Metal Gondolas—U.P.	\$1.95
2465 4-wheel gaily painted "MIGROS" 4-wheel Reefer Car	\$1.85
2495 50ft. double deck Stock Cars — G.N.	\$2.50
2499 Box of 3 Shortie Ore Cars, one each L.S.&I., G.N. and S00	\$5.50
2685 8-wheel German Post Office Car ..	\$2.65

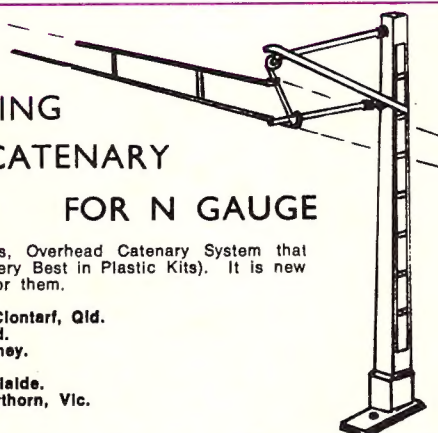


N GAUGE ROLLING STOCK

NL-21 LMS 4-6-0 Jubilee Loco w/tender	\$25.95
NR-1 4-wheel Tank Car, BP, white	\$1.75
NR-4 4-wheel Tank Car, BP, black	\$1.75
NR-5 4-wheel Plate Wagon, grey	\$1.50
NR-6 4-wheel Fish Van, white	\$1.95
NR-7 4-wheel Tube Wagon, Bauxite	\$1.75
NR-8 4-wheel Pallet Van Bauxite	\$1.50
NR-8f 4-wheel Pallet Van, Ford	\$1.95
NR-9 4-wheel Parcels Vans (November expected)	\$2.15
NR-10 4-wheel Long Open Wagon w/tarp bar	\$1.75
NR-11 4-wheel Whisky Wagon, Abbott's Choice, or White Horse or John Haig, each	\$2.35
NR-100 Wagon Wheels, Hardlon, 4 axles for	\$0.50

Ask for the new
AMC Folder about
VOLLMER Catenary

WORKING CATENARY FOR N GAUGE



For the first time in N Gauge AMC Stocks, Overhead Catenary System that works from Vollmer (usually known for the Very Best in Plastic Kits). It is new to stockists too, so you'll have to go look for them.

They are (today) —
Peninsula Model Railway Market, 4 Bell St., Clontarf, Qld.
Austral Modelcraft, 101 Laura St., Ekibin, Qld.
Fantastic Hobby Shop, 34 Angel Arcade, Sydney.
The Engine Shed, 6 Tyne St., Box Hill, Vic.
Model Centre Pty. Ltd., 55 Pulteney St., Adelaide.
Hobby Specialists, 209 Camberwell Rd., Hawthorn, Vic.

See your dealer first. Only if you can't find one, contact us:
AUSTRALIAN MODEL CRAFT CO., Box 118, P.O., Albury, N.S.W. 2640